

LUFTWAFFE COLOURS
Volume Two Section 2



JAGDWAFFE

Eric Mombeek
With David Wadman
& Martin Pegg

**BATTLE OF
BRITAIN**
Phase Two
August-September 1940





**CLASSIC
PUBLICATIONS**

To find out more about
Classic Publications and our titles
visit our Website at
www.classic-books.co.uk

Publishers Note

The study of Luftwaffe camouflage and markings is a complex subject, compounded by the general lack of quality colour photographs. Inevitably therefore, most photographs appearing in this series are black and white and both the authors and publishers have offered their own interpretation of the colours they represent. We recognise that readers may have contrary opinions. Throughout Classic Colours, we have endeavoured to include as many unpublished photos and as much associated information as possible. Included are many variations of personal emblems and unit badges. In many instances these have been produced in colour to the best of the publisher's, authors' and artist's interpretations. Furthermore it should be stressed that the personal accounts contained in this series are as they have been related to the authors and are the product of the individual pilot's personal memories.

ACKNOWLEDGEMENTS

The authors wish to acknowledge the kind assistance of the following:

Former Luftwaffe personnel or (f) their families:

Hans-Heinrich Brustellin, Harry von Bülow (f), Josef Bürschgens, Fritz Keller, Heinz Lange, Karl-Heinz Leesmann (f), Erwin Leykauf, Julius Meimberg, Eric Mix (f), Julius Neumann, Douglas Pitcairn, Alois Riebl, Rudolf Rothenfelder (f), Gerhard Schöpfel, Hennig Strümpell, Paul Temme (f), August Wiing (f).

Researchers and enthusiasts:

Steve Coates, James V. Crow, Clive Ellis, Ken Merrick, Jean-Pierre van Mol, Michael Payne, Jean-Louis Roba, E. Brown Ryle, Richard Smith, Ralf Wermann.

First published in Great Britain in 2001 by

Classic Publications Limited
Friars Gate Farm
Mardens Hill
Crowborough
East Sussex
TN11 1XH England

Project Editors: Eddie J. Creek and Martin Pagg

© 2001 Drawings and Colour Illustrations - Thomas Tullis, Eddie J. Creek and Arthur Bentley.

All rights reserved. No part of this book may be reproduced or transmitted in any form or by any means, electronic or mechanical including photocopying, recording, chemical, optical or otherwise without prior written permission from the Publisher. All enquiries should be addressed to the publisher.

ISBN 1 903223 06 7

Cover and book design by Colin Woodman Design

Origination by Colourwise Ltd, Burgess Hill, West Sussex, England

Printed by Officine Grafiche O'Agostini, Novara, Italy

BATTLE OF BRITAIN PHASE TWO

1940

*From Reichsmarschall Göring to all units of Luftflotten 2, 3 and 5.
Operation Adler. Within a short period you will wipe the British Air
Force from the sky. Heil Hitler.*

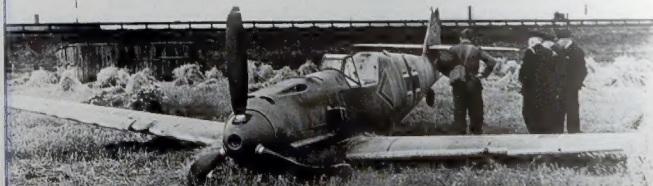
*Reichsmarschall Hermann Göring
quoted from an Enigma message sent to Luftwaffe units,
8 August 1940*

*Until further orders, operations are to be directed exclusively against the
enemy Air Force, including the targets of the enemy aircraft industry
allocated to the different Luftflotten. Shipping targets, and particularly large
naval vessels, are only to be attacked where circumstances are especially
favourable. For the moment, other targets should be ignored.
We must concentrate our efforts on the destruction of the enemy Air Forces.
Our night attacks are essentially dislocation raids, made so that the enemy
defences and population shall be allowed no respite. Even these, however,
should where possible be directed against Air Force targets.*

*Reichsmarschall Hermann Göring, Karinhall Conference,
15 August 1940:
Paragraph 6 of an address to Luftflotte Senior Staff*

*It is doubtful if there is any point in continuing the attacks on radar sites,
in view of the fact that not one of those attacked has so far been
put out of operation.*

*Reichsmarschall Hermann Göring, Karinhall Conference,
15 August 1940:
Paragraph 9 of an address to Luftflotte Senior Staff*



Prelude to Adlertag

Up to 9 August, the Luftwaffe's Operations Staff had foreseen that *Adlergriff* would be launched on 10 August, but a forecast of unsettled weather resulted in a postponement until the 13th. Meanwhile, as a result of the heavy losses suffered on 11 August, the Luftwaffe was beginning to appreciate that the British RDF stations were providing Fighter Command with advance warning of approaching raids. It was decided, therefore, that on the 12th all such known stations should be put out of action before *Adlertag*. The task was entrusted to *Hptm.* Walter Rubensdörffer's *Eprobungsgruppe* 210, a specialist unit within *Luftwaffe* 2 then operationally equipped Bf 109 and Bf 110 aircraft in the fighter-bomber role. In the course of this evaluation, *Erg.Gr.* 210 had since 13 July been operating against shipping, proving so effective that by 30 July, after little more than two weeks active service, *Generalfeldmarschall* Kesselring congratulated the unit for having sunk 89,000 tons of merchant vessels plus four warships.

The Gruppe establishment comprised a *Gruppe* Staff and three *Staffeln*. The *Staff*, 1, and 2, *Staffeln* were equipped with the Bf 110, most fitted with bomb racks under their fuselages, while the 3. *Staffel*, commanded by *Obst.* Otto Hintze, who had earlier fought in the Polish and French campaigns, was equipped with the Bf 109. Although the Bf 109s of 3. *Staffel* were to fly with the Bf 110s as escort, each aircraft was fitted with a centreline rack suitable for mounting a single 500 kg bomb. At any sign of danger, however, the Bf 109s could jettison their bombs and revert to the ordinary fighter role.

On 12 August, as a prelude to *Adlertag*, the unit switched its attention to RAF bases and radar stations. The first operations of the day were co-ordinated attacks against Dunkirk (Canterbury), Pevensey, Dover and Rye. The attack on Dover radar station was carried out by the Bf 109s of 3. *Staffel* which claimed three 500 kg bomb hits in the target area, but only slightly damaged the station which continued to operate with emergency equipment. Further sorties were flown the same day when, together with Do 17s from KG 3, the unit attacked Manston aerodrome. Despite heavy AA fire, the attackers succeeded in putting the aerodrome out of action until the following day, but as *Erg.Gr.* 210 withdrew, it was attacked by the Spitfires of 54 Sqn and the Hurricanes of 501 Sqn. One of the pilots from 1. *Staffel* on this mission - making his fifth war flight - was Lt. Erich Beudel, flying one of the unit's Bf 110 C-6 aircraft which, instead of carrying a bomb rack, was armed with a 30 mm MK 101 cannon. In his diary, he later recorded:-

"Without any warning, numerous Spitfires and Hurricanes are on top of us. For the most part we beat them off, then a Spitfire sits over me, ready to dive, but I was already in the saving clouds. I skipped from cloud to cloud across the Channel. Suddenly there are a few Hurricanes under the Bf 110s. From the left, one Hurricane gets underneath and behind me. My W/T Operator shouts, 'Fighters!' and begins to lose off a drum. I close the radiator shutters tight and squeeze the last ounce out of the engines to catch up with a Kette which is only 100 metres in front of me.

The oil temperature goes over 110 degrees. Suddenly my W/T Operator calls out, 'Tommy's down!' He had been followed by Lieutenant Marx who got underneath him and gave him a burst. In the next second he was snuffed by the 109 and fell blazing into the sea. Far below, a parachute opened. At last the coast is reached. The starboard engine's coolant and oil temperatures have risen to 120 degrees. Streams of blue smoke come from the engine, which must seize at any moment. Smoke fills the cockpit. I make an oblique landing and as I touch down the engine stops suddenly. All the coolant had run out owing to a single shot in the radiator, three glancing shots in the propeller and starboard wing.

Because of his damaged aircraft, Lt. Beudel was unable to take part in the Gruppe's third attack of the day, an evening attack on Hawkinge aerodrome. Considerable damage was caused in this attack, and all aircraft returned safely.



LEFT: Hptm. Walter Rubensdörffer, the Commander of *Eprobungsgruppe* 210, who later lost his life on 15 August 1940.



ABOVE: Aircraft of 9/JG 54. The Devil Staffel - taxiing at Guines before a mission. August 1940. Individual aircraft numbers are applied under the cockpit in yellow. Bomber escort missions carried out by JG 54 were generally noted for their efficiency.

A Major Flaw

Although German intelligence had accurately predicted the RAF order of battle, a major flaw in the planned *Adlergriff* was the blind faith placed in *Oberst* Josef Schmid's fundamentally inaccurate 'Stunde Blau'. Such was the reliance placed in this document that its accuracy was hardly questioned, even when subsequent information should have allowed it to be updated with more accurate information. One of the results of Schmid's erroneous study was that even as late as 13 August, when *Adlergriff* was launched, neither *ObtWnr* *Obd.* were fully conversant with the operational structure of Fighter Command, its airfield network, or the way in which the British RDF chain controlled the fighter defences. If the Luftwaffe was to eliminate Fighter Command then these matters needed to be clearly understood and targeted accordingly. In the event, the misconceptions which resulted from Schmid's study led, for example, to the naval airfields of Gosport, Dettling and Lee-on-Solent being erroneously targeted as front line fighter stations, while Supermarine's Spitfire factory at Woolston was identified as a bomber factory belonging to A.V. Roe & Company.

The result of these intelligence failures was that a major part of the Luftwaffe's effort throughout July and the first twelve days of August was wasted on targets which, even if they had been successfully destroyed, were not important to the operational capability of Fighter Command.



ABOVE: A bombed-up Bf 110 of *Erg.Gr.* 210 showing the unit's emblem - a gonistone over a silhouette of the British Isles - and the position of the bomb racks. On 12 August, *Erg.Gr.* 210 attacked radar stations as part of the preparations for *Adlertag*.



RIGHT: In early August 1940, Guines was the base of 8/JG 54 under Hptm. Fritz Ullrich. Here, 'White 5' of *Obst.* Günther Scholz's 7. Staffel taxis out to the runway, where two machines of 8. Staffel have already started their take-off run. Note the underside fuselage bulletmarks on 'White 5'.

13 August - Adlertag



ABOVE: Reichsmarschall Hermann Göring (left) seen here with General der Flieger Hans Jeschonnek. When the Royal Air Force was not defeated as anticipated and appeared not to have been weakened, Göring called the senior staffs of Luftflotten 2 and 3 to conferences at Karinhall on 15 and 19 September to review the progress of the battle.

manoeuvres with his Bf 110 around Fink's Dornier, while at the same time making hand gestures from the cockpit. Attributing this unusual manoeuvring to overenthusiasm or high spirits, the display was ignored and the seventy-plus Dorniers continued onwards. Exasperated, Huth returned to his airfield, but KG 2 carried on alone and bombed the naval base at Sheerness and the airfield at Eastchurch, during which attacks five Do 17s were shot down by fighters and another five damaged.

We (fighter pilots) had had a very hard day. We spent the night together and drank just half a bottle of champagne, I remember. We were in a bad mood because we had lost friends. So we went to bed with the order to start very early next day, but none of us could sleep, myself included. So I got up, went to the library and picked up a book which I knew, I read, "Whoever weeps in the world this night, weeps for me", and it moved me very much.

Recollections of Paul Temme concerning the evening before his last flight.



ABOVE AND LEFT: Paul Temme's Bf 109 E-4 attracts a crowd of interested onlookers while on display in the East London Borough of Hackney during the latter part of August 1940. The newspaper caption refers to the spectacle of reducing crashed enemy aircraft to scrap and melting down the remains in order to obtain new raw materials.



Messerschmitt Bf 109 E-4 of Gruppenstab I./JG 2 flown by Oblt. Paul Temme, Gruppenadjutant.

The Bf 109 E-4 flown by Oblt. Paul Temme of JG 2 as it appeared when forced down beside Shoreham airfield early on the morning of 13 August, becoming the first Jagdwaife casualty of Adlertag. Finished in a scheme of 02 and 73, the fuselage sides show signs of patchy repainting, possibly to cover earlier unit markings or the aircraft Stammkennzeichen, and the Adjutant Chevron was placed higher and further forward than usually seen on Bf 109s of the period. Almost invisible in some photographs, the JG 2 shield beneath the windscreen was partially hidden by the paint of the heavily applied mottle on the front of the aircraft. The tip of the spinner was painted red and the undersurface 05 wrapped around the leading edges of the main wings. Three Abschuß bars were painted on the rudder in black, each being surmounted by a small, lighter coloured circle.



ABOVE AND RIGHT: On 13 August, several units failed to receive the order delaying Adlertag and took off on their pre-arranged missions. One such unit was JG 2 which mounted an early morning Freie Jagd sweep. Taking part in this operation, despite the fact the engine of his Bf 109 E-4 aircraft had not been running satisfactorily the day before, was the Gruppenadjutant of I./JG 2, Oblt. Paul Temme. On the 13th, his engine was again lacking power, and Temme lagged behind the rest of his formation. When he went to the assistance of a struggling Ju 88, Temme was attacked by two or three Spitfires and crash-landed in a field on the southern edge of Shoreham airfield. Although reported to have had a red painted spinner, total contrast suggests only the tip was red.



RIGHT: Believed to have been taken during mid-August, this view shows a Schwann of BF 109 in front of JG 2 in flight above the English Channel. Note the well-known Strehmcke emblem on the nose of each aircraft and the contrast between the black of the wing Balkenkreuz and the comparatively lighter tones of the G2/71 camouflage.



Oberst Harry von Bülow's JG 2 at Beaumont-le-Roger was another unit which had not received word of the delay and a *freie Jagd* was undertaken by the Staffeln of I. Gruppe to cover a morning raid by elements of KG 54 against the airfields at Odham and Farnborough. During the course of this operation, the Gruppenadjutant of I./JG 2, Oblt. Paul Temme, became the first fighter loss of *Adlertag* when his BF 109 was damaged by Spitfires and he was obliged to make a forced-landing near Shoreham airfield where he was subsequently taken prisoner. Meanwhile, the Ju 88s of KG 54, frustrated by poor weather and the unwelcome attentions of RAF fighters, had aborted the raid.

Some three hours later, similar confusion affected the BF 110s of I./ZG 2 which had been ordered to escort other Ju 88s from KG 54 in a feint towards Portland. By this time, however, KG 54 had been made aware of the postponement, but ZG 2's 28 BF 110s took off and set out for Portland. Approaching the British coast they found waiting for them not the Ju 88s of KG 54 they had been briefed to expect but RAF fighters. In the air battle which developed, ZG 2 was fortunate to escape with only the loss of one BF 110 and two damaged.

As the day progressed, the weather eventually cleared and *Adlertag* started in earnest when the first major attack, consisting of three waves of bombers with fighter escort, was launched during the mid-afternoon. In the south-west, Luftflotte 3's BF 110s of V./LG 1 and the BF 109s of Oberst Max Ibel's JG 27 were briefed to escort a formation of Ju 88s from LG 1 and Ju 87s from VIII. Fliegerkorps. In order to protect the bomber formations from the attentions of any defending fighters, a fighter sweep was carried out ahead of the force by Major Günther Freiherr von Maltzahn's II./JG 53. Sweeping in over the coast ahead of the bomber formations they were met by Spitfires of 152 Sqn and although some scattered fighting developed, JG 53, already low on fuel, was able to withdraw without loss.

On the eastern flank, the Luftflotte 2 force of Ju 87s from II./SLG 1 and IV./LG 1, escorted by the BF 109s of Major Gotthard Handrick's JG 26, were heading towards their targets; the airfields of Detling and Rochester. Following a well-executed sweep by JG 26 which drew the defending fighters of 65 Sqn away, Hauptmann Berndt von Brauchitsch's IV./LG 1 carried out a successful attack against Detling which caused considerable damage. Despite high expectations to the contrary, other Ju 87 units did not do well. II./SLG 1 ran into navigational difficulties, was unable to locate its target at Rochester airfield and jettisoned its bombs when attacked by the Hurricanes of 56 Sqn. II./SLG 2 attacked the RAF fighter station at Middle Wallop but was intercepted and lost six of its aircraft.

By early evening the daylight attacks were over. Although the airfields of Andover, Detling, Eastchurch and Middle Wallop had been bombed, none except Middle Wallop were fighter airfields and the damage inflicted was not significant to Fighter Command. More serious was the loss of 13 RAF aircraft. In comparison, the Luftwaffe lost nine BF 109s destroyed or seriously damaged in combat out of a total of 44 aircraft destroyed and a further 36 seriously damaged.



ABOVE: A pre-war photograph showing Paul Temme in the summer of 1939.

On 14 August, Luftflotten 2 and 3 again attacked airfields and communications targets in the south-east of England. Albeit on a lesser scale than those of the previous day, the attacks were again in the form of two thrusts. The first, from Luftflotte 2, began at about noon when some 80 Ju 87s, escorted by all three Gruppen of JG 26, headed towards targets at Dover, Folkestone and Hawkinge. Met by no fewer than four squadrons of RAF fighters, an immense dogfight involving some 200 aircraft developed above Dover. While Hptm. Kurt Fischer's I. Gruppe stayed to protect the dive-bombers, the BF 109s of II. and III./JG 26, commanded respectively by Hptm. Karl Eiboghausen and Major Adolf Galland, fought it out with the defenders. During the clash between these units, Ju 87s sank a lightship and some BF 109s shot down a number of barrage balloons, neither of these activities contributing to the objective of defeating Fighter Command.

The second thrust of the day was mounted by Luftflotte 3 later in the afternoon. This involved no fewer than nine small raids along a front of some 100 miles of the English South Coast. By dispersing the RAF's fighters in this way, some of the attackers penetrated inland to bomb Middle Wallop and Colerne airfields and Southampton. By the end of the day's fighting Jagdflotte combat losses amounted to six BF 109 E fighters with five pilots killed and one taken prisoner. Although the damage caused to RAF airfields was not significant, what was particularly worrying to Fighter Command was that three of its pilots had been killed.

Meanwhile, at 11.30 hrs, seven BF 110s from the fighter-bomber unit Exp. Gr. 210 took off from Denain to carry out two separate attacks on the airfields at Ramsgate and Margate. After refuelling at St. Omer, the BF 110s took off again, accompanied by an escort of 7 BF 109s. At Ramsgate, the balloon barrage prevented the attack, so all aircraft continued to Margate. Slipping through the British defences, the BF 110s carried out dive attacks to deliver their 250 lb bombs and succeeded in destroying three Blenheim's of 600 Sqn and two hangars, as well as causing other damage and leaving a large crater in the middle of the airfield. The Gruppe lost two BF 110s in this attack, one being flown by Uffz. Hans Stading with Gefr. Ewald Schanke in the rear cockpit. Just after dropping its bombs, this crew's aircraft sustained a direct hit from one of the airfield's Royal Artillery Bofors anti-aircraft guns which blew off the aircraft's tail. With engines screaming, the remains of the machine cartwheeled across the aerodrome and smashed inverted into the ground, killing the pilot. With remarkable good fortune, however, Schank survived the disintegration of his aircraft and incredulous observers saw that



LEFT: A balloon shot down by BF 109 E. While providing easy targets, such action was rarely necessary and Göring eventually called for a to be restricted unless vital to the success of an operation. The pilot of 5./Exp. Gr. 210 in particular were said to have rather fancied themselves as balloon poppers after being in action against the balloon barrage at Dover.



RIGHT: Early RC 119s of I./JG 26 showing the Staffel's grasshopper emblem used until early September 1940 when the Staffeln became. Oblt. Franz Hönig, was replaced. Note also the early position of the Hakenkreuz.

August-September 1940

he had been thrown clear of his doomed machine at extremely low altitude. Although he passed out immediately after pulling his ripcord, Schank's parachute opened a mere fraction of a second before he landed, dazed and wounded, on one of the runways. Surrounded by his own unit's bomb bursts and the wreckage of his machine, he started to look for his pilot before being dragged to safety and only fully regained consciousness in Manston's sick ward.

On the evening of the 14th, a forecast of more unfavourable weather suggested that no large scale attack should be launched the following day. Under these circumstances, Göring ordered all his senior commanders to attend a conference at his Kainhall estate where there was to be a detailed inquest into the results of *Adlertag*. Nevertheless, sortie details for the next day were issued by *Luftflotten* 2, 3 and 5, primary targets again being Fighter Command airfields which were to be attacked in a series of synchronised raids. However, with the possible exception of *Luftflotte* 5, there appeared little likelihood of these orders being put into effect because of the predicted weather.



ABOVE LEFT, ABOVE AND TOP Hptm. Wolf Heinrich Freiszer von Howaldt served pre-war with Jagdgeschwader 'Richthofen' in 1935 and flew with the Condor Legion in 1936. He is seen here at his wedding on 9 May 1940, at which time he was Kommandeur of III./JG 52. Following the wedding ceremony, the guests were between courses at the reception when von Howaldt was recalled to his unit for the invasion of France, due to start the following day! After the armistice with France, von Howaldt was finally able to spend a short time with his wife, only to rejoin his unit on the Channel for the offensive against Britain. He was killed on 24 July, the first Kommandeur of a Jagdgruppe to lose his life in the battle of Britain to official circles, his death was seen as a great loss and, at his funeral, he was accorded major honours.

LEFT A Feldwebel pilot and ground crew from 3./JG 210 posing with an MC 210 bomb at Denain, near Valenciennes, August 1940. The bomb bears the personal inscription "Greetings from Arno".

August-September 1940

RIGHT A view showing how well camouflaged were aircraft operating from forward bases in France. In this case, the airfield is a cornfield used by 3./JG 210.



BELOW Similarly camouflaged a Bf 109 E of the specialist fighter-bomber Staffel 3./JG 210. Previously identified as Chik, Otto Hünze's 'Yellow 1', the original print of this photograph was marked to indicate that it was 'Yellow 3' flown by August Wing. Born in 1910 and therefore older than the average Bf 109 pilot, Wing was a very experienced glider pilot who later went on to serve with the experimental units EKdo 25 and EKdo 262.





ABOVE: The pilot of 'Black 3', Erwin Leykauf. He is shown here as an NCO officer candidate but was later commissioned and became Staffkaptein of 8./JG 54. Leykauf remained with JG 54 throughout his wartime flying career and survived the war.



ABOVE: Bf 109 Es of 8./JG 54 lined up in readiness at one of the landing strips around the Forêt de Guines, early September. The aircraft closest to the camera with two Abschuss bars on its rudder is believed to be 'Black 1'. Behind this aircraft is Otto Erwin Leykauf's 'Black 3' showing five victory bars on the rudder, the fifth being a Spitfire shot down on 2 September.



RIGHT: A later photograph of Leykauf's 'Black 3' at Guines, still with five victory bars but now with the addition of an armoured windscreen, lightly mounted fuselage sides and, unusually, a band around its rear fuselage. The addition of mottling to the fuselage sides is typical for the period, but the significance of the fuselage band is not known.

Messerschmitt Bf 109 E-1 of 8./JG 54 flown by Ofw.-Offizier Anwärter Erwin Leykauf.

'Black 3' of 8./JG 54 was flown by Ofw.-Offizier Anwärter Erwin Leykauf and displays five Abschuss bars on its rudder. The aircraft is finished in a very high demarcation 02/71 over 65 scheme and has a yellow painted cowl, on the forward portion of which is the Staffel emblem of a stylised red sparrow on a patch of pale blue. The spinner is white with a black/green backplate. As shown in accompanying photographs, this machine later received a light mottle to the fuselage sides and a fuselage band aft of the cross.



RIGHT: In the third week of August, some of Luftflotte 5's fighter units were transferred to strengthen Generalleutnant Hermann Goering's Luftflotte 2. Here, Goering (second from left) meets with other senior Luftwaffe officers on the Channel coast. From the left, General der Flieger Hans Jeschonnek, Luftwaffe Chief of Staff, Goering's Chief of Staff, General Wilhelm Speidel, Goering's Chief of Staff, General der Flieger Bruno Lörer, Commander of II. Fliegerkorps.



ABOVE: Refuelling 'White 2' of 9./JG 2. In this photograph the aircraft still has the blue 65 fuselage sides.



LEFT: With the aircraft jacked up into the horizontal position, weapons personnel prepare to harmonise the MG 17 machine-guns of 9./JG 2's 'White 2'. Note that in this later photograph the fuselage sides have now been mottled.



7./JG 2 Staffel Emblem.

BELOW: Fun cars or motorcycles prove an irresistible fascination to most fighter pilots. Here, Major Trinch Mitz, second left, and other officers of 81.JG 2 try out a motorcycle and sidecar combination at Drevon West, August/September 1940. Note the emblem of 7./JG 2 on the sidecar, presumably applied to discourage the combination being 'requisitioned' by another Staffel.



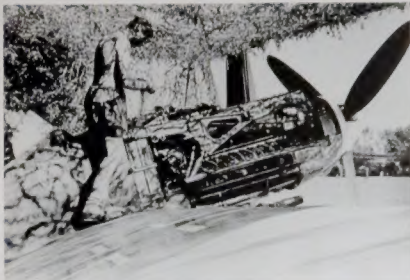
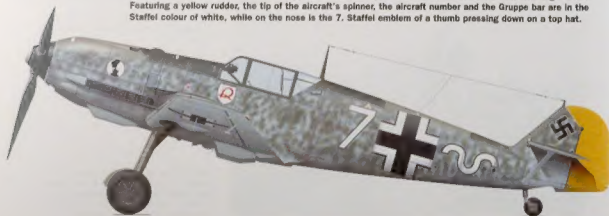
ABOVE: Ofc Kurt Goltzsche of 7./JG 2 and a member of the ground crew playing with a puppy named - appropriately - 'Tommy'. Behind them is Goltzsche's 'White 7' with the weary 81. Gruppe symbol: The 7. Staffel emblem of a thumb pressing on a top hat is clearly visible against the yellow painted cowling.

BELOW: 'White 7' of 7./JG 2, as shown in the accompanying profile, parked for concealment between trees on the airfield perimeter at Besumont-le-Roger. The canopy has been left open to keep the cockpit interior comfortable in the mid-August sun.



Messerschmitt Bf 109 E-3 or E-4 of 7./JG 2, Besumont-le-Roger, mid-August 1940.

Bf 109 E-3 or E-4 'White 7' of 7./JG 2 seen at Besumont-le-Roger during mid-August and finished in the heavily stippled finish common to aircraft of JG 2. With an upper surface pattern of 02 and 71, further quantities of what is believed to be 71 have been applied to the fuselage sides to tone down the 65 blue fuselage sides. Featuring a yellow rudder, the tip of the aircraft's spinner, the aircraft number and the Gruppe bar are in the Staffel colour of white, while on the nose is the 7. Staffel emblem of a thumb pressing down on a top hat.



LEFT: A mechanic reloading the ammunition tanks on one of JG 7's Bf 109 E-4s, mid-August 1940. Each ammunition tank held 1000 rounds for each of the two 7.9 mm MG 17 machine guns mounted on the engine crankcase. Also visible in the wing leading edge is one of the two 20 mm MG/FF cannon carried by the Bf 109 E-3 and E-4, each with 60 rounds per gun.

RIGHT: The American cartoon character 'Adamson' was used originally by 4./JG 26 but later became the emblem of 8./JG 26 when the Staffel was redesignated. It is seen here on 'Red 5' of 8./JG 26, France, 1940.



LEFT: 'Red 5' was another Bf 109 E-1 which barely made the coast of France. This aircraft is believed to have belonged to 3./JG 26, based at Calais-Marck and in white wings are visible below the waves. Although the camouflage scheme is probably still undisturbed, the heavy style of mottle extending over the nose surfaces is unusual and unlike that normally seen on this unit's aircraft. The displaced panel ahead of the canopy and the open panels in the wings indicate that, despite the rising tide, the guns have been made safe.



THIS PAGE AND OPPOSITE TOP: Various views of Ofw. Hans Illner and the very personalised markings applied to his 'White 2'. Later in the Battle, on 5 November, Illner was flying over Ireland in another aircraft, 'White 6' with a red outline, when he noticed a Spitfire coming up from behind. As an evasion measure, he put his aircraft into a high-speed dive, but lost his starboard wing while pulling out. Illner baled out and was captured.



II./JG 51 emblem



Messerschmitt Bf 109 E-3 flown by Ofw. Hans Illner, 4./JG 51.
This profile of Ofw. Hans Illner's 'White 2' of 4./JG 51 has been compiled from various photographs and written sources relating to how this machine may have appeared in mid-August. Finished in what is believed to be 02/71 the fuselage sides carry a heavily applied mottle in the same two colours. The '2' is white with a red outline and three Abschuss bars are painted on the fin in white. Beneath the canopy rim the name 'Gretel' was applied above a small clover leaf, both of which were believed to be yellow, possibly with a red outline. Ahead of the name 'Gretel' were two small dice and beneath the nose, but not visible in this profile, was a lip and cigarette motif applied after Illner's first kill on 5 July. The lips are red with a black outline, the cigarette is white with grey and black smoke and instead of a brand name on the cigarette there appears the date of Illner's first victory, marked as 5.VII.40.



ABOVE: Fuselage markings on another Bf 109 E, 'White 1', of II./JG 51. As on Illner's 'White 2', the fuselage number has been outlined in red, but note the slight variations between the badge shown here and the colour profile above, particularly in the detail of the bird's feet and wings.



LEFT: Mechanics at work on the DB 601 engine of a Bf 109 E-1 from JG 53 (note 'Tha' ac emblem on cowling in background) in the summer of 1940. The colour of the spinner tip usually signified the aircraft's Staffel, in this case yellow identifying 5, 6, or 9 Staffel.



ABOVE: Adlertag. Uffr Max Endris of 9/JG 51 with his Bf 109 E-7 at Cap Gris-Nez, 17.00 hrs on 15 August 1940, shortly before taking off for a mission over England.



RIGHT: Uffr Max Endris, photographed again on Adlertag. During his sortie over England, Endris was wounded in the foot and his aircraft damaged. Returning to make an emergency landing in France, his aircraft sustained 80% damage and was written off. Here, medical personnel attend to Endris's wound. He survived the Battle of Britain and later flew with the Tinner Geschwader, JG 5, in Norway.

Adolf Galland



LEFT: The General der Jagdflieger makes a visit to a fighter unit in the West.

Early Career

Adolf Galland was born on 19 March 1912 at Westerholt near Essen in Westphalia, where his father, continuing in the profession of earlier generations of the Galland family, managed the country estate owned by Count Graf von Westerholt. The young Adolf Galland spent his early school days in Westerholt, and his later academic studies were completed at the Hindenburg Gymnasium in Bielefeld. Adolf Galland was 14 when, in early 1927, a group of sailplane enthusiasts brought their gliders to a corner of the Westerholt estate and first sparked in him an overwhelming enthusiasm to fly. By the time Galland was 17 years of age, he was a glider pilot in the *DLV* (*Deutscher Luftsportverband* - German Air Sport Association) and, in February 1932, he entered the *Deutsche Fliegerschule* (German Flying School) at Braunschweig. Between July and September, 1933 Galland attended a secret flying course in Italy and subsequently became a pilot with *Deutsche Luft Hansa* - the German airline - flying Ju G-24 and Rohrbach Roland aircraft, mainly on the Stuttgart/Geneva/Marseille/Barcelona routes.

When Adolf Hitler came to power and created a new air force, volunteers with flying experience were urgently sought and Galland joined the new clandestine air force. After basic training at Schleissheim, he qualified as a fighter pilot and, on 1 January 1935, the newly commissioned *Leutnant* Galland was posted to JG 152 'Richtbofen', then equipped with Ar 65 aircraft, though later to receive the He 51. After two flying accidents, Galland faced the unwelcome prospect of being forced to leave the *Luftwaffe*. However, by devious means, he managed to convince the medical authorities that he was indeed fit for flying duties - though, in fact, he suffered a minor sight deficiency in his left eye - and succeeded in retaining his position in the *Luftwaffe*.

When the Spanish Civil War broke out in 1936, Galland volunteered to join the *Legión Condor*. He arrived in Spain on 8 May 1937, at which time he was nearly 25, but he had to wait two months before he could fly with his assigned unit, the 1/J 88. From the Summer of 1937 he led the 3/J 88, a Staffel equipped with obsolescent He 51 biplane fighters which, as they were no match against the superior Soviet Polikarpov I-16 monoplanes, were employed in the ground-attack role, principally strafing enemy ground forces.

After a year in Spain - twice the amount of time spent by any other pilot - and after flying 280 missions, Galland returned to Germany in August, 1938. He was then an experienced formation leader and, in view of the role his unit had played in Spain, he was instructed to prepare numerous reports for the



BELOW: Taken at Calviat in mid-August, this picture shows officers of III/JG 26, including a short-lived figure, Adolf Galland (centre), watching the Gruppe's aircraft return from a sortie.

Reichsluftwaffensturm to ensure that his expertise in the ground-attack role was passed on to future *Schulz* pupils. Such a desk-bound position, however, was not at all to Galland's liking and in November 1938 he was able to leave the *RLM*, only to find himself posted back to the ground-attack force in the summer of 1939 when, just before the invasion of Poland, he was ordered to lead the 4. *Staffel* of *II. Schleichflieger LG 2*, a ground-attack unit based at Tutow and equipped with *He 124*s.

On 1 October 1939, after the Polish campaign, von Busch promoted the importance of effective ground-support operations. Galland was awarded the Iron Cross, second class, and promoted to the rank of *Hauptmann*. In April 1940, he succeeded in being transferred back to fighters and was assigned to the *Me 109* 2 as Operations Officer. As the inactivity of the so-called Phony War dragged on over several months, Galland was meanwhile able to arrange a temporary transfer to *Staff III JG 54* in order to join his comrade Werner Mölders, whom he had met in Spain, Galland returning to JG 2 only a few days before the opening of the *Wunderfeld*, the campaign in the West.

During the invasion of France and Belgium, Galland shot down two RAF Hurricanes from 8th Sqn. Unfortunately in his autobiography Galland incorrectly referred to these aircraft which fell south of Liege as Belgian Hurricanes inadvertently creating a myth which some authors insist on perpetuating to the present day. In fact all Belgian Hurricanes had already been destroyed in the first two days of the invasion.

(allied soldiers) south of or to claim many other victories during the West A Spitfire fell to his guns west of Sedan on 16 May, two French Potez G-11s on 19 May, another Potez south of Amiens on 20 May, two Bristol Blenheim over Dunkirk on 29 May and a Spitfire over Dunkirk on 2 June. On 3 June, the day of the infamous Operation Jubilee when 500 bombers and dive-bombers attacked *Armée de l'Air* airfields and French *l'air* factories in and around Paris, he claimed a further two French *air* shot down on 20 May. Claiming was awarded the Iron Cross, First Class, and at the same time left *Mauborg* 2nd to become *Kommandeur* of III *Flg*. 26. His last two victories in the Western campaign, a Blenheim and a Defiant south of Evreux, were claimed on 14 July.

After the fall of France III JG 26 returned to its home base at Mönchengladbach in Germany in order to rest its personnel and overhaul and service its equipment. On 18 July, Galland was promoted to the rank of *Major* and, two days later III JG 26 was ordered to move back to France where it was to be based on the coast at Calvi, some 11 kilometers south-east of Wissant in the Pas de Calais, in preparation for the assault against Great Britain.

The 11th JG 16 flew its first sorties of the Battle of Britain on 24 July when Galland's 40 Bf 109s escorted 18 Do 17s briefed to attack a convoy. During this mission Galland shot down a Spitfire of 54 Squadron flown by P/O John Allen, a successful pilot credited with 8 victories. The following



Messerschmitt Bf 109 E-3 flown by Major Adolf Galland, Gruppenkommandeur of III./JG 26, August 1940

The B-109 E-7 was flown by Major Adolf Galland, Gruppenkommandeur of HJ 109 at Marquise, mid-August. Instead of the usual four or five J-7s, 109's splinter section of the period, this particular B-109 was reported to have worn a mottled upper camouflage of locally manufactured pale and medium greys. On the rudder, the twenty-two Abschuss bars, each surmounted by a black cross, were painted in a dark grey-green. The aircraft also had a black cross on its fuselage side, resembling a pilot from B-26 captured during the Battle stated during interrogation that Galland had for a while used a brown and green camouflage on his aircraft. This had been regarded with considerable anxiety by other pilots of the Gruppe who felt it made Galland's aircraft look exactly like a Hurricane, and they feared that one day he would be shot down in error by another B-109. A similar incident had already occurred earlier when Galland, flying an aircraft finished in what he described as a "new grey-green" camouflage, was seen mottled up close near the ground. It is known whether Galland's description refers to the 02.71 scheme or a very mottled appearance given in his notes.



RIGHT AND BELOW: The III SS Pz Div in Adolf Hitler's strategic command of the III SS Pz Div at Marquage. The 22 April markings on the tank's radiator indicate the photographs were taken after 15 August 1944, although it was customary for the III Gruppe to apply these vehicle markings in red. Galland's were black. It is believed the camouflage was a locally mixed and applied grey mottle rather than the more usual '70' or '02/7' splinter scheme of the period. On 22 August Galland was promoted to succeed Major Gorthard Handrick as Geschwaderkommodore. At the same time Galland's place was taken by Gerhard Schöpfel, who was entrusted to take command of the III Gruppe.



day Galland shot down another Spitfire over Dover and a third on the 28th bringing his score to 17. For these victories, Galland was awarded the coveted *Ritterkreuz* on 1 August, at Uster, the fourth fighter pilot to be so decorated.

During a Stuka escort mission on 14 August Galland claimed a Hurricane shot down and then specifies the following day. On the 17th, the young *Gruppentrupführer* was promoted to *Staffelkapitän*. Molders the *Adjutant* of JG 51 was summoned by Göring to Kärntn. He reported to the Führer that the *Reichsmarschall* had decided to replace the older *Geschwaderführer* with a younger man whom he (Eberkamp) and von Bulow-Rothkamp had flown in the First World War with various fighter pilots. Consequently at the age of only 28 Galland was appointed *Adjutant* of the *Staffel*.

Eichenlaubträger

Despite his new responsibilities, Galland continued to fly and claim further victories. A Spatzen 25 August, a Defiant on the 27th and three Spitfires on the 31st. In the first week of September, Major Galland claimed 12 kills against RAF Hurricanes and Spitfires. A Hurricane shot down on 24 September and believed to have been flown by P/O Harold Bird was the last brought Galland's total claims to 144 Luftgrenz. With 115 confirmed victories and six unconfirmed, he had been awarded the Oak Leaf. Galland was called to the *Grafener* headquarters where as only the third member of the *Wachmatters*, receive this decoration he was presented with the Oak Leaves.

Returning to R. 20, Gadland claimed his 45th victory on 15 October with a Messerschmitt 109, his former unit of the Polish campaign II. *Squadron*, 2nd Air Force, equipped with 109s, and the flying club parties to bomb London. Promoted to *Group Captain* on 1 November, Gadland claimed his 57th victory on 5 December. At that time he was the highest scoring *Triumph* pilot. He was also his last victory of the year since, deteriorating weather conditions during the winter of 1941 temporarily curtailed further fighter operations.

Further south, *Eps Gr* 210 carried out a bold, surprise low-level attack against the airfield at Martlesham Heath. Further formations with heavy fighter escort targeted Eastchurch, Portland, Rochester, Worthy Down, and Middle Wallop. One of the most difficult raids for the defenders to intercept was carried out by 88 Do 17s from KG 3 which were to attack the Rochester and Eastchurch airfields in north Kent. As well as being heavily escorted by more than 130 fighters from JG 51, JG 52 and JG 54, the bombers disguised their true objective by flying a dogleg course and were accompanied by feint attacks. Then, as the bombers approached Deal, more than 60 Bf 109s from JG 26 swept in near Dover on a free *Jagd* patrol. Three RAF squadrons

a ready airborne were diverted to meet this attack and another four squadrons scrambled, but the *Jagdflieger* protected their charges so effectively that it proved almost impossible for the British fighters to break through the German fighter screen. Only two of the Do 17s were shot down, and the RAF fighters suffered heavily in their attempts to stop this raid.

Shortly after 18 00 hrs *Eps Gr* 210 was once again in the air with the *Gruppenkommandeur*, *Hptm*. Walter Rubensdörfler leading his *Stabschwarm* closely followed by 1 *Staffel* under *Obst*. Martin Lutz and 2 *Staffel* under *Obst*. Wilhelm Richard Rössiger. This time their target was Kenley airfield but, owing to a low sun reflecting off an early evening haze, accurate orientation was difficult and soon

Rubensdörfler was heard querying his position. Whether JG 52's fighter escort had meanwhile missed the rendezvous over France, lost sight of Rubensdörfler's formation in the haze or, as the fighter pilots later claimed, had already withdrawn due to a shortage of fuel, would never become clear but Rubensdörfler was heard to radio, "We've lost our escort". Then, seeing an airfield below, he radioed again, "There it is! Down we go!" and abruptly banked his aircraft in order to line up for his attack. Although taken by surprise, the other pilots followed him down in a low dive, attacking the hangars and buildings around the airfield with bombs, cannon and machineguns. An armory was set on fire, a number of hangars, factories and offices hit, and casualties numbered 68 killed and 102 injured.

But, instead of attacking Kenley, the aircraft had struck the nearby airfield of Croydon, and as they withdrew, they were attacked by the Hurricanes of 32 and 111 Sqn, which cost the Gruppe seven Bf 110s including the whole *Stabskette*. The losses included the *Gruppenkommandeur*, *Hptm*. Rubensdörfler, the Gruppe's second-in-command, *Obst*. Horst Feidler, who was captured severely wounded and died later, and the Gruppe's Technical Officer, Lt. Karl Heinz Koch, who was captured unhurt. In addition, the



1018 F Close-up of the Rabbatz Little Baw at 2:15.52



1018 F Coming in whole summer (caption) with Mbl 1018 F and low track (right) discussing battle plan



1018 F A Bf 109 is believed to be from 1 *Staffel* of Gruppe 210 at Duxford. The two British planes dispersed. The two British planes prevented the main under attack, which was sinking into the water.

Staffelkapitän of the 3 *Staffel*, Lt. Horst Marx, baled out and was taken prisoner when his Bf 109 E escort fighter was shot down by a Hurricane of 32 Sqn.

By the end of 15 August the *Luftwaffe* had flown over 2 000 sorties, destroyed 31 British fighters and damaged another 13. A total of 76 German aircraft was lost although, paradoxically, *Jagdflieger* combat losses were relatively low and amounted to just five Bf 109s. *Staffel* fighter aircraft. Nevertheless, total German losses were the heaviest suffered over England in a single day during the entire Battle, and 15 August is now known within the *Luftwaffe* as 'Black Thursday'.

Meanwhile, at the *Luftflotten* and *Fliegerkorps* commanders' conference at Karinhall, Göring criticised the attacks which had been planned as such secondary targets as the shipping bombed by Ju 87s the day previously, and questioned the necessity of continuing the attacks on radar stations. Above all, he found it necessary to remind the *Luftflotten* and *Fliegerkorps* that their primary objective was to direct attacks exclusively against the RAF, with particular emphasis on the RAF fighter command. On 16 August, a decision was made of the Bf 110 in deep penetration missions, and a new *Stukagruppe* was formed by Ju 87 units, each *Stukagruppe* would in future be led by three *Jagd* pilots.

"The fighter escort defences of our Stuka formations must be re-adjusted, as the enemy is concentrating his fighters against our Stuka formations. It appears necessary to allocate three fighter Gruppen to each Stuka Gruppe, one of these fighter Gruppen remains with the Stukas and drive with them to the attack, the second flies ahead over the target at medium altitude and engages the fighter defences, the third protects the whole attack from above. It will also be necessary to escort Stukas returning from the attack over the Channel."

Reinhardt's formation was the first to be re-adjusted, and the new formation was formed on 16 August.

Despite the heavy bomber losses of the previous day, the *Luftwaffe*'s bombers were back in action on the 16th and once more the targets were RAF airfields. Throughout the day the attacks were accompanied by numerous fighter escorts and often preceded by fighters sweeping the skies for bombers in free *Jagd* sweeps. were aimed at Biggin Hill, Brooklands, Dover, Gosport, Harrogate, Hull, on Solent, Tangmere, Westhampton and West Malling. Although some of the attacks were successful, continuing the attacks on RDF stations, the one at Ventnor was attacked again after the attack on seven days. In the early evening further bombing attacks were directed not against British airfields, but against the towns of Farnborough and Harwell, where a *Marathon* aircraft was again destroyed by a Bf 110. The attack on a 65 *Son* Spitfire, a 600 *Son* Blenheim and damaged another. *Marathon* was shot down and destroyed and jacked an natural cover in which it had been hidden. As a result, the *Marathon* was planned strafing attacks. Any German aircraft with bombs or ammunition remaining was directed to the airfield as a target of opportunity before heading back to the Channel.

At the end of the day's fighting, *Jagdflieger* combat losses almost doubled those of the 15th, with 12 fighters lost and a further eight damaged. *Luftwaffe* losses included the *Staffelkapitän* of 4 *Staffel*, Alfred Müller, who was wounded and rescued from the sea by the *Secondienst*, and the *Gruppenkommandeur* of II/JG 26, *Hptm*. Karl Ebbighausen who was killed when his aircraft was shot down by Spitfires off Dover.



[illegible]

Inset P5 rubberers Dick Hanth (left) and Jerry Parker, with the wing of a spittle. The Sergeant Pilot in the foreground, a Polish pilot, c. 1945, Klesau.



RIGHT: The Christian Hansen of Ju 53 the pilot of Grey 2 which has been landed on 16 August



Messerschmitt Bf 109 E-4 of II./JG 53 flown by Fw. Christian Hansen.

Coming down at Goddall, late of Wright, on 18 August, the Bf 109 E-4 'Grey 2' of II./JG 53 flown by Fw. Christian Hansen was the first recorded downing of a Ju 53 machine carrying a red band around the cowling. In this instance the band being 6 inches wide. As the authors have been unable to locate any photographs of this machine, the illustration is based on photographs of other II./JG 53 aircraft of the period and Item 23 in an A.I.L.(g) Crashed Enemy Aircraft Report dated 19.8.40. Although this report states that the fuselage number 2 was a white outline only, it is believed this is incorrect and has been shown here in the normal Staffiel style. Although no mention was made of any special camouflage finish, this suggests a standard scheme for the period and is depicted accordingly in 02, 71 and 65 with the fuselage sides mottled with 02. According to one source, the guns and ammunition were removed from this crashed aircraft to arm a local Home Guard scout car.



LEFT: Gefw. Karl Schulz of 6./JG 53 climbs out of his Bf 109 E-4 Yellow 11. On 16 August 1940 Schulz was wounded and shot down in combat over the Channel but was rescued by the second engine.



RIGHT: Battle damage sustained by Uffz. Karl Schulz's White 1 of 6./JG 53. Summary 1940: The kind of attack most feared by Luftwaffe fighter pilots operating over England in 1940 resulted from the RAF fighters first diving out of the sun, and then making a high speed vertical climbing attack in the below to force engine cooling system of the German fighters. Commonly executed such an attack was almost guaranteed to result in a winged engine, a forced landing and an uncertain reception in hostile terrain.

18 August

Following the release, when of the preceding day, the Luftwaffe was again on the offensive. The first attack was a surprise attack on the coast near Dover. The attack was also quiet, giving no indication that the day would result in some of the fiercest fighting of the Battle. But the respite was brief and shortly after midday, the RAF reported the greatest build-up of enemy forces yet seen as the Luftwaffe sent a large force of fighters to the coast. The force consisted of 100 fighters, including 100 Ju 53s, 100 Ju 88s, 100 Ju 87s, 100 Ju 86s, 100 Ju 84s, 100 Ju 82s, 100 Ju 81s, 100 Ju 79s, 100 Ju 78s, 100 Ju 77s, 100 Ju 76s, 100 Ju 75s, 100 Ju 74s, 100 Ju 73s, 100 Ju 72s, 100 Ju 71s, 100 Ju 70s, 100 Ju 69s, 100 Ju 68s, 100 Ju 67s, 100 Ju 66s, 100 Ju 65s, 100 Ju 64s, 100 Ju 63s, 100 Ju 62s, 100 Ju 61s, 100 Ju 60s, 100 Ju 59s, 100 Ju 58s, 100 Ju 57s, 100 Ju 56s, 100 Ju 55s, 100 Ju 54s, 100 Ju 53s, 100 Ju 52s, 100 Ju 51s, 100 Ju 50s, 100 Ju 49s, 100 Ju 48s, 100 Ju 47s, 100 Ju 46s, 100 Ju 45s, 100 Ju 44s, 100 Ju 43s, 100 Ju 42s, 100 Ju 41s, 100 Ju 40s, 100 Ju 39s, 100 Ju 38s, 100 Ju 37s, 100 Ju 36s, 100 Ju 35s, 100 Ju 34s, 100 Ju 33s, 100 Ju 32s, 100 Ju 31s, 100 Ju 30s, 100 Ju 29s, 100 Ju 28s, 100 Ju 27s, 100 Ju 26s, 100 Ju 25s, 100 Ju 24s, 100 Ju 23s, 100 Ju 22s, 100 Ju 21s, 100 Ju 20s, 100 Ju 19s, 100 Ju 18s, 100 Ju 17s, 100 Ju 16s, 100 Ju 15s, 100 Ju 14s, 100 Ju 13s, 100 Ju 12s, 100 Ju 11s, 100 Ju 10s, 100 Ju 9s, 100 Ju 8s, 100 Ju 7s, 100 Ju 6s, 100 Ju 5s, 100 Ju 4s, 100 Ju 3s, 100 Ju 2s, 100 Ju 1s, 100 Ju 0s, 100 Ju -1s, 100 Ju -2s, 100 Ju -3s, 100 Ju -4s, 100 Ju -5s, 100 Ju -6s, 100 Ju -7s, 100 Ju -8s, 100 Ju -9s, 100 Ju -10s, 100 Ju -11s, 100 Ju -12s, 100 Ju -13s, 100 Ju -14s, 100 Ju -15s, 100 Ju -16s, 100 Ju -17s, 100 Ju -18s, 100 Ju -19s, 100 Ju -20s, 100 Ju -21s, 100 Ju -22s, 100 Ju -23s, 100 Ju -24s, 100 Ju -25s, 100 Ju -26s, 100 Ju -27s, 100 Ju -28s, 100 Ju -29s, 100 Ju -30s, 100 Ju -31s, 100 Ju -32s, 100 Ju -33s, 100 Ju -34s, 100 Ju -35s, 100 Ju -36s, 100 Ju -37s, 100 Ju -38s, 100 Ju -39s, 100 Ju -40s, 100 Ju -41s, 100 Ju -42s, 100 Ju -43s, 100 Ju -44s, 100 Ju -45s, 100 Ju -46s, 100 Ju -47s, 100 Ju -48s, 100 Ju -49s, 100 Ju -50s, 100 Ju -51s, 100 Ju -52s, 100 Ju -53s, 100 Ju -54s, 100 Ju -55s, 100 Ju -56s, 100 Ju -57s, 100 Ju -58s, 100 Ju -59s, 100 Ju -60s, 100 Ju -61s, 100 Ju -62s, 100 Ju -63s, 100 Ju -64s, 100 Ju -65s, 100 Ju -66s, 100 Ju -67s, 100 Ju -68s, 100 Ju -69s, 100 Ju -70s, 100 Ju -71s, 100 Ju -72s, 100 Ju -73s, 100 Ju -74s, 100 Ju -75s, 100 Ju -76s, 100 Ju -77s, 100 Ju -78s, 100 Ju -79s, 100 Ju -80s, 100 Ju -81s, 100 Ju -82s, 100 Ju -83s, 100 Ju -84s, 100 Ju -85s, 100 Ju -86s, 100 Ju -87s, 100 Ju -88s, 100 Ju -89s, 100 Ju -90s, 100 Ju -91s, 100 Ju -92s, 100 Ju -93s, 100 Ju -94s, 100 Ju -95s, 100 Ju -96s, 100 Ju -97s, 100 Ju -98s, 100 Ju -99s, 100 Ju -100s, 100 Ju -101s, 100 Ju -102s, 100 Ju -103s, 100 Ju -104s, 100 Ju -105s, 100 Ju -106s, 100 Ju -107s, 100 Ju -108s, 100 Ju -109s, 100 Ju -110s, 100 Ju -111s, 100 Ju -112s, 100 Ju -113s, 100 Ju -114s, 100 Ju -115s, 100 Ju -116s, 100 Ju -117s, 100 Ju -118s, 100 Ju -119s, 100 Ju -120s, 100 Ju -121s, 100 Ju -122s, 100 Ju -123s, 100 Ju -124s, 100 Ju -125s, 100 Ju -126s, 100 Ju -127s, 100 Ju -128s, 100 Ju -129s, 100 Ju -130s, 100 Ju -131s, 100 Ju -132s, 100 Ju -133s, 100 Ju -134s, 100 Ju -135s, 100 Ju -136s, 100 Ju -137s, 100 Ju -138s, 100 Ju -139s, 100 Ju -140s, 100 Ju -141s, 100 Ju -142s, 100 Ju -143s, 100 Ju -144s, 100 Ju -145s, 100 Ju -146s, 100 Ju -147s, 100 Ju -148s, 100 Ju -149s, 100 Ju -150s, 100 Ju -151s, 100 Ju -152s, 100 Ju -153s, 100 Ju -154s, 100 Ju -155s, 100 Ju -156s, 100 Ju -157s, 100 Ju -158s, 100 Ju -159s, 100 Ju -160s, 100 Ju -161s, 100 Ju -162s, 100 Ju -163s, 100 Ju -164s, 100 Ju -165s, 100 Ju -166s, 100 Ju -167s, 100 Ju -168s, 100 Ju -169s, 100 Ju -170s, 100 Ju -171s, 100 Ju -172s, 100 Ju -173s, 100 Ju -174s, 100 Ju -175s, 100 Ju -176s, 100 Ju -177s, 100 Ju -178s, 100 Ju -179s, 100 Ju -180s, 100 Ju -181s, 100 Ju -182s, 100 Ju -183s, 100 Ju -184s, 100 Ju -185s, 100 Ju -186s, 100 Ju -187s, 100 Ju -188s, 100 Ju -189s, 100 Ju -190s, 100 Ju -191s, 100 Ju -192s, 100 Ju -193s, 100 Ju -194s, 100 Ju -195s, 100 Ju -196s, 100 Ju -197s, 100 Ju -198s, 100 Ju -199s, 100 Ju -200s, 100 Ju -201s, 100 Ju -202s, 100 Ju -203s, 100 Ju -204s, 100 Ju -205s, 100 Ju -206s, 100 Ju -207s, 100 Ju -208s, 100 Ju -209s, 100 Ju -210s, 100 Ju -211s, 100 Ju -212s, 100 Ju -213s, 100 Ju -214s, 100 Ju -215s, 100 Ju -216s, 100 Ju -217s, 100 Ju -218s, 100 Ju -219s, 100 Ju -220s, 100 Ju -221s, 100 Ju -222s, 100 Ju -223s, 100 Ju -224s, 100 Ju -225s, 100 Ju -226s, 100 Ju -227s, 100 Ju -228s, 100 Ju -229s, 100 Ju -230s, 100 Ju -231s, 100 Ju -232s, 100 Ju -233s, 100 Ju -234s, 100 Ju -235s, 100 Ju -236s, 100 Ju -237s, 100 Ju -238s, 100 Ju -239s, 100 Ju -240s, 100 Ju -241s, 100 Ju -242s, 100 Ju -243s, 100 Ju -244s, 100 Ju -245s, 100 Ju -246s, 100 Ju -247s, 100 Ju -248s, 100 Ju -249s, 100 Ju -250s, 100 Ju -251s, 100 Ju -252s, 100 Ju -253s, 100 Ju -254s, 100 Ju -255s, 100 Ju -256s, 100 Ju -257s, 100 Ju -258s, 100 Ju -259s, 100 Ju -260s, 100 Ju -261s, 100 Ju -262s, 100 Ju -263s, 100 Ju -264s, 100 Ju -265s, 100 Ju -266s, 100 Ju -267s, 100 Ju -268s, 100 Ju -269s, 100 Ju -270s, 100 Ju -271s, 100 Ju -272s, 100 Ju -273s, 100 Ju -274s, 100 Ju -275s, 100 Ju -276s, 100 Ju -277s, 100 Ju -278s, 100 Ju -279s, 100 Ju -280s, 100 Ju -281s, 100 Ju -282s, 100 Ju -283s, 100 Ju -284s, 100 Ju -285s, 100 Ju -286s, 100 Ju -287s, 100 Ju -288s, 100 Ju -289s, 100 Ju -290s, 100 Ju -291s, 100 Ju -292s, 100 Ju -293s, 100 Ju -294s, 100 Ju -295s, 100 Ju -296s, 100 Ju -297s, 100 Ju -298s, 100 Ju -299s, 100 Ju -300s, 100 Ju -301s, 100 Ju -302s, 100 Ju -303s, 100 Ju -304s, 100 Ju -305s, 100 Ju -306s, 100 Ju -307s, 100 Ju -308s, 100 Ju -309s, 100 Ju -310s, 100 Ju -311s, 100 Ju -312s, 100 Ju -313s, 100 Ju -314s, 100 Ju -315s, 100 Ju -316s, 100 Ju -317s, 100 Ju -318s, 100 Ju -319s, 100 Ju -320s, 100 Ju -321s, 100 Ju -322s, 100 Ju -323s, 100 Ju -324s, 100 Ju -325s, 100 Ju -326s, 100 Ju -327s, 100 Ju -328s, 100 Ju -329s, 100 Ju -330s, 100 Ju -331s, 100 Ju -332s, 100 Ju -333s, 100 Ju -334s, 100 Ju -335s, 100 Ju -336s, 100 Ju -337s, 100 Ju -338s, 100 Ju -339s, 100 Ju -340s, 100 Ju -341s, 100 Ju -342s, 100 Ju -343s, 100 Ju -344s, 100 Ju -345s, 100 Ju -346s, 100 Ju -347s, 100 Ju -348s, 100 Ju -349s, 100 Ju -350s, 100 Ju -351s, 100 Ju -352s, 100 Ju -353s, 100 Ju -354s, 100 Ju -355s, 100 Ju -356s, 100 Ju -357s, 100 Ju -358s, 100 Ju -359s, 100 Ju -360s, 100 Ju -361s, 100 Ju -362s, 100 Ju -363s, 100 Ju -364s, 100 Ju -365s, 100 Ju -366s, 100 Ju -367s, 100 Ju -368s, 100 Ju -369s, 100 Ju -370s, 100 Ju -371s, 100 Ju -372s, 100 Ju -373s, 100 Ju -374s, 100 Ju -375s, 100 Ju -376s, 100 Ju -377s, 100 Ju -378s, 100 Ju -379s, 100 Ju -380s, 100 Ju -381s, 100 Ju -382s, 100 Ju -383s, 100 Ju -384s, 100 Ju -385s, 100 Ju -386s, 100 Ju -387s, 100 Ju -388s, 100 Ju -389s, 100 Ju -390s, 100 Ju -391s, 100 Ju -392s, 100 Ju -393s, 100 Ju -394s, 100 Ju -395s, 100 Ju -396s, 100 Ju -397s, 100 Ju -398s, 100 Ju -399s, 100 Ju -400s, 100 Ju -401s, 100 Ju -402s, 100 Ju -403s, 100 Ju -404s, 100 Ju -405s, 100 Ju -406s, 100 Ju -407s, 100 Ju -408s, 100 Ju -409s, 100 Ju -410s, 100 Ju -411s, 100 Ju -412s, 100 Ju -413s, 100 Ju -414s, 100 Ju -415s, 100 Ju -416s, 100 Ju -417s, 100 Ju -418s, 100 Ju -419s, 100 Ju -420s, 100 Ju -421s, 100 Ju -422s, 100 Ju -423s, 100 Ju -424s, 100 Ju -425s, 100 Ju -426s, 100 Ju -427s, 100 Ju -428s, 100 Ju -429s, 100 Ju -430s, 100 Ju -431s, 100 Ju -432s, 100 Ju -433s, 100 Ju -434s, 100 Ju -435s, 100 Ju -436s, 100 Ju -437s, 100 Ju -438s, 100 Ju -439s, 100 Ju -440s, 100 Ju -441s, 100 Ju -442s, 100 Ju -443s, 100 Ju -444s, 100 Ju -445s, 100 Ju -446s, 100 Ju -447s, 100 Ju -448s, 100 Ju -449s, 100 Ju -450s, 100 Ju -451s, 100 Ju -452s, 100 Ju -453s, 100 Ju -454s, 100 Ju -455s, 100 Ju -456s, 100 Ju -457s, 100 Ju -458s, 100 Ju -459s, 100 Ju -460s, 100 Ju -461s, 100 Ju -462s, 100 Ju -463s, 100 Ju -464s, 100 Ju -465s, 100 Ju -466s, 100 Ju -467s, 100 Ju -468s, 100 Ju -469s, 100 Ju -470s, 100 Ju -471s, 100 Ju -472s, 100 Ju -473s, 100 Ju -474s, 100 Ju -475s, 100 Ju -476s, 100 Ju -477s, 100 Ju -478s, 100 Ju -479s, 100 Ju -480s, 100 Ju -481s, 100 Ju -482s, 100 Ju -483s, 100 Ju -484s, 100 Ju -485s, 100 Ju -486s, 100 Ju -487s, 100 Ju -488s, 100 Ju -489s, 100 Ju -490s, 100 Ju -491s, 100 Ju -492s, 100 Ju -493s, 100 Ju -494s, 100 Ju -495s, 100 Ju -496s, 100 Ju -497s, 100 Ju -498s, 100 Ju -499s, 100 Ju -500s, 100 Ju -501s, 100 Ju -502s, 100 Ju -503s, 100 Ju -504s, 100 Ju -505s, 100 Ju -506s, 100 Ju -507s, 100 Ju -508s, 100 Ju -509s, 100 Ju -510s, 100 Ju -511s, 100 Ju -512s, 100 Ju -513s, 100 Ju -514s, 100 Ju -515s, 100 Ju -516s, 100 Ju -517s, 100 Ju -518s, 100 Ju -519s, 100 Ju -520s, 100 Ju -521s, 100 Ju -522s, 100 Ju -523s, 100 Ju -524s, 100 Ju -525s, 100 Ju -526s, 100 Ju -527s, 100 Ju -528s, 100 Ju -529s, 100 Ju -530s, 100 Ju -531s, 100 Ju -532s, 100 Ju -533s, 100 Ju -534s, 100 Ju -535s, 100 Ju -536s, 100 Ju -537s, 100 Ju -538s, 100 Ju -539s, 100 Ju -540s, 100 Ju -541s, 100 Ju -542s, 100 Ju -543s, 100 Ju -544s, 100 Ju -545s, 100 Ju -546s, 100 Ju -547s, 100 Ju -548s, 100 Ju -549s, 100 Ju -550s, 100 Ju -551s, 100 Ju -552s, 100 Ju -553s, 100 Ju -554s, 100 Ju -555s, 100 Ju -556s, 100 Ju -557s, 100 Ju -558s, 100 Ju -559s, 100 Ju -560s, 100 Ju -561s, 100 Ju -562s, 100 Ju -563s, 100 Ju -564s, 100 Ju -565s, 100 Ju -566s, 100 Ju -567s, 100 Ju -568s, 100 Ju -569s, 100 Ju -570s, 100 Ju -571s, 100 Ju -572s, 100 Ju -573s, 100 Ju -574s, 100 Ju -575s, 100 Ju -576s, 100 Ju -577s, 100 Ju -578s, 100 Ju -579s, 100 Ju -580s, 100 Ju -581s, 100 Ju -582s, 100 Ju -583s, 100 Ju -584s, 100 Ju -585s, 100 Ju -586s, 100 Ju -587s, 100 Ju -588s, 100 Ju -589s, 100 Ju -590s, 100 Ju -591s, 100 Ju -592s, 100 Ju -593s, 100 Ju -594s, 100 Ju -595s, 100 Ju -596s, 100 Ju -597s, 100 Ju -598s, 100 Ju -599s, 100 Ju -600s, 100 Ju -601s, 100 Ju -602s, 100 Ju -603s, 100 Ju -604s, 100 Ju -605s, 100 Ju -606s, 100 Ju -607s, 100 Ju -608s, 100 Ju -609s, 100 Ju -610s, 100 Ju -611s, 100 Ju -612s, 100 Ju -613s, 100 Ju -614s, 100 Ju -615s, 100 Ju -616s, 100 Ju -617s, 100 Ju -618s, 100 Ju -619s, 100 Ju -620s, 100 Ju -621s, 100 Ju -622s, 100 Ju -623s, 100 Ju -624s, 100 Ju -625s, 100 Ju -626s, 100 Ju -627s, 100 Ju -628s, 100 Ju -629s, 100 Ju -630s, 100 Ju -631s, 100 Ju -632s, 100 Ju -633s, 100 Ju -634s, 100 Ju -635s, 100 Ju -636s, 100 Ju -637s, 100 Ju -638s, 100 Ju -639s, 100 Ju -640s, 100 Ju -641s, 100 Ju -642s, 100 Ju -643s, 100 Ju -644s, 100 Ju -645s, 100 Ju -646s, 100 Ju -647s, 100 Ju -648s, 100 Ju -649s, 100 Ju -650s, 100 Ju -651s, 100 Ju -652s, 100 Ju -653s, 100 Ju -654s, 100 Ju -655s, 100 Ju -656s, 100 Ju -657s, 100 Ju -658s, 100 Ju -659s, 100 Ju -660s, 100 Ju -661s, 100 Ju -662s, 100 Ju -663s, 100 Ju -664s, 100 Ju -665s, 100 Ju -666s, 100 Ju -667s, 100 Ju -668s, 100 Ju -669s, 100 Ju -670s, 100 Ju -671s, 100 Ju -672s, 100 Ju -673s, 100 Ju -674s, 100 Ju -675s, 100 Ju -676s, 100 Ju -677s, 100 Ju -678s, 100 Ju -679s, 100 Ju -680s, 100 Ju -681s, 100 Ju -682s, 100 Ju -683s, 100 Ju -684s, 100 Ju -685s, 100 Ju -686s, 100 Ju -687s, 100 Ju -688s, 100 Ju -689s, 100 Ju -690s, 100 Ju -691s, 100 Ju -692s, 100 Ju -693s, 100 Ju -694s, 100 Ju -695s, 100 Ju -696s, 100 Ju -697s, 100 Ju -698s, 100 Ju -699s, 100 Ju -700s, 100 Ju -701s, 100 Ju -702s, 100 Ju -703s, 100 Ju -704s, 100 Ju -705s, 100 Ju -706s, 100 Ju -707s, 100 Ju -708s, 100 Ju -709s, 100 Ju -710s, 100 Ju -711s, 100 Ju -712s, 100 Ju -713s, 100 Ju -714s, 100 Ju -715s, 100 Ju -716s, 100 Ju -717s, 100 Ju -718s, 100 Ju -719s, 100 Ju -720s, 100 Ju -721s, 100 Ju -722s, 100 Ju -723s, 100 Ju -724s, 100 Ju -725s, 100 Ju -726s, 100 Ju -727s, 100 Ju -728s, 100 Ju -729s, 100 Ju -730s, 100 Ju -731s, 100 Ju -732s, 100 Ju -733s, 100 Ju -734s, 100 Ju -735s, 100 Ju -736s, 100 Ju -737s, 100 Ju -738s, 100 Ju -739s, 100 Ju -740s, 100 Ju -741s, 100 Ju -742s, 100 Ju -743s, 100 Ju -744s, 100 Ju -745s, 100 Ju -746s, 100 Ju -747s, 100 Ju -748s, 100 Ju -749s, 100 Ju -750s, 100 Ju -751s, 100 Ju -752s, 100 Ju -753s, 100 Ju -754s, 100 Ju -755s, 100 Ju -756s, 100 Ju -757s, 100 Ju -758s, 100 Ju -759s, 100 Ju -760s, 100 Ju -761s, 100 Ju -762s, 100 Ju -763s, 100 Ju -764s, 100 Ju -765s, 100 Ju -766s, 100 Ju -767s, 100 Ju -768s, 100 Ju -769s, 100 Ju -770s, 100 Ju -771s, 100 Ju -772s, 100 Ju -773s, 100 Ju -774s, 100 Ju -775s, 100 Ju -776s, 100 Ju -777s, 100 Ju -778s, 100 Ju -779s, 100 Ju -780s, 100 Ju -781s, 100 Ju -782s, 100 Ju -783s, 100 Ju -784s, 100 Ju -785s, 100 Ju -786s, 100 Ju -787s, 100 Ju -788s, 100 Ju -789s, 100 Ju -790s, 100 Ju -791s, 100 Ju -792s, 100 Ju -793s, 100 Ju -794s, 100 Ju -795s, 100 Ju -796s, 100 Ju -797s, 100 Ju -798s, 100 Ju -799s, 100 Ju -800s, 100 Ju -801s, 100 Ju -802s, 100 Ju -803s, 100 Ju -804s, 100 Ju -805s, 100 Ju -806s, 100 Ju -807s, 100 Ju -808s, 100 Ju -809s, 100 Ju -810s, 100 Ju -811s, 100 Ju -812s, 100 Ju -813s, 100 Ju -814s, 100 Ju -815s, 100 Ju -816s, 100 Ju -817s, 100 Ju -818s, 100 Ju -819s, 100 Ju -820s, 100 Ju -821s, 100 Ju -822s, 100 Ju -823s, 100 Ju -824s, 100 Ju -825s, 100 Ju -826s, 100 Ju -827s, 100 Ju -828s, 100 Ju -829s, 100 Ju -830s, 100 Ju -831s, 100 Ju -832s, 100 Ju -833s, 100 Ju -834s, 100 Ju -835s, 100 Ju -836s, 100 Ju -837s, 100 Ju -838s, 100 Ju -839s, 100 Ju -840s, 100 Ju -841s, 100 Ju -842s, 100 Ju -843s, 100 Ju -844s, 100 Ju -845s, 100 Ju -846s, 100 Ju -847s, 100 Ju -848s, 100 Ju -849s, 100 Ju -850s, 100 Ju -851s, 100 Ju -852s, 100 Ju -853s, 100 Ju -854s, 100 Ju -855s, 100 Ju -856s, 100 Ju -857s, 100 Ju -858s, 100 Ju -859s, 100 Ju -860s, 100 Ju -861s, 100 Ju -862s, 100 Ju -863s, 100 Ju -864s, 100 Ju -865s, 100 Ju -866s, 100 Ju -867s, 100 Ju -868s, 100 Ju -869s, 100 Ju -870s, 100 Ju -871s, 100 Ju -872s, 100 Ju -873s, 100 Ju -874s, 100 Ju -875s, 100 Ju -876s, 100 Ju -877s, 100 Ju -878s, 100 Ju -879s, 100 Ju -880s, 100 Ju -881s, 100 Ju -882s, 100 Ju -883s, 100 Ju -884s, 100 Ju -885s, 100 Ju -886s, 100 Ju -887s, 100 Ju -888s, 100 Ju -889s, 100 Ju -890s, 100 Ju -891s, 100 Ju -892s, 100 Ju -893s, 100 Ju -894s, 100 Ju -895s, 100 Ju -896s, 100 Ju -897s, 100 Ju -898s, 100 Ju -899s, 100 Ju -900s, 100 Ju -901s, 100 Ju -902s, 100 Ju -903s, 100 Ju -904s, 100 Ju -905s, 100 Ju -906s, 100 Ju -907s, 100 Ju -908s, 100 Ju -909s, 100 Ju -910s, 100 Ju -911s, 100 Ju -912s, 100 Ju -913s, 100 Ju -914s, 100 Ju -915s, 100 Ju -916s, 100 Ju -917s, 100 Ju -918s, 100 Ju -919s, 100 Ju -920s, 100 Ju -921s, 100 Ju -922s, 100 Ju -923s, 100 Ju -924s, 100 Ju -925s, 100 Ju -926s, 100 Ju -927s, 100 Ju -928s, 100 Ju -929s, 100 Ju -930s, 100 Ju -931s, 100 Ju -932s, 100 Ju -933s, 100 Ju -934s, 100 Ju -935s, 100 Ju -936s, 100 Ju -937s, 100 Ju -938s, 100 Ju -939s, 100 Ju -940s, 100 Ju -941s, 100 Ju -942s, 100 Ju -943s, 100 Ju -944s, 100 Ju -945s, 100 Ju -946s, 10

August 1940

At approximately 14.30 hrs, Luftflotte 3 mounted the second major attack of the day when, in concert with a few Jagd 1 glider sweep mounted by JG 2, the Ju 87s of St G 3 and St G 77 attacked the RDF station at Poling and south coast airfields. The Stukas of I./St.G 3, escorted by the Bf 109s of Major Eduard Neumann's I./JG 27 struck the Gosport naval airfield at Lee-on-Solent while those of I./St.G 77, escorted by Hptm Werner Andres's II./JG 27 hit the Coastal Command airfield at Thorney Island. Further to the east, the Ju 87s of II./St G 77 with their escort from Hptm Joachim Schlichting's III./JG 27 attacked the naval airfield at Ford while the force from III./St.G 77, escorted by Hptm Albert Blumenau's I./JG 53, bombed Poling RDF station. All the airfields and Poling radar station suffered considerable damage, but as the Ju 87s formed up and withdrew, they were attacked by Spitfires and Hurricanes from three RAF fighter squadrons and no less than 16 of the Ju 87s were shot down plus two damaged beyond repair.

Shortly after 17.00 hrs, the day's third attack commenced when, again conducted by Luftflotte 2 100-plus Dorniers and Heinkels from KG 2 and KG 53 set out to attack the airfields at Hornchurch and North Weald, escorted by some 140 Bf 109s and Bf 110s from JG 3, JG 26, JG 51, JG 54 and JG 26. Met by the determined opposition of eight squadrons of RAF fighters and hampered by increasing cloud over their assigned targets, both formations were forced to abandon their attacks and turn back. Recrossing the English coast, KG 53, which had found North Weald covered in cloud bombed Shoeburyness on its way home and KG 2, also aborting its attack on Hornchurch, bombed Deal, and hit the Royal Marine barracks.

Thus ended a day which is recognised as one of the hardest fought of the Battle. Fighter Command had 73 fighters put out of action and a further 62 British aircraft were destroyed or damaged during the attacks on airfields. Luftwaffe combat losses, while not as high as those on the 15th, involved 61 aircraft shot down including a total of 15 Bf 109s with a further five damaged. JG 27 suffered the highest casualties with six aircraft lost and three pilots killed, two taken prisoner and one rescued from the sea. The squadron lost its highest casualties with three aircraft lost and three pilots killed. One of the Staffkapitän of 2, JG 3, Oberst Hans-Ulrich Rudel, was injured. Two Bf 109s were wounded, one of whom died and two from I Gruppe were also killed in action. JG 51's losses included Lt. Hans-Otto Lessing and the Staffkapitän of 5, Staffst. Hptm Horst Tietzen.



PHOTO: 1940-1941
Aircraft
of 109 Yellow A and
109 Yellow A
in the air

August-September 1940



PHOTO: 1940-1941
The view from the cockpit of a Ju 87, showing the pilot's seat and the engine. The aircraft is on the ground, and the pilot is visible in the cockpit. The aircraft is damaged, with its wings and fuselage visible. It is parked on a grassy field with trees in the background.



"...we saw several small black specks..."

WOLFGANG EWALD, JG 52

Wolfgang Ewald was appointed Kommandeur of I/JG 52 on 28 August 1940 and, in 1942, he took command of II/JG 1. He was awarded the Ritterkreuz on 9 December 1942, and on 14 July 1943 he was shot down by Russian AA fire and captured. He did not return to Germany until December 1949 and died on 24 February 1995.

I was born in Hamburg on 26 March 1911, and obtained my pilot's licence in 1929. In 1934 I enlisted in the German Army as I wanted a career as a pilot. After military training I was posted to the *Luftflieger Schule* in Schleissheim and then I had to attend various courses in Dresden in order to become an officer.

In 1937 I joined the Legion Condor and was posted to the 2./JG 88 as a *Leutnant*. I claimed one victory, before I was sent back to Germany and, soon afterwards, to Austria. Then I was posted to join the newly created I/JG 135 in Ingolstadt. Our *Gruppenkommandeur* was *Hptm. Graf von Meil* and Klein Elguth. I took over the 2. *Staffel* and for a little while *Hptm. Adolf Galland* was *Staffelkapitän* of the 1. *Staffel* and *Hptm. Altkorn Klein* had the 3. *Staffel*.

On 1 May 1939, the 1. *Gruppe* was redesignated and became I/JG 52. On 21 November 1939, the *Kommandeur* was severely burned during an aerial battle with a French *Curtis*. By that time Galland and Klein had been posted elsewhere and, as I was then the oldest *Staffelkapitän*, I took over the *Gruppe* on a temporary basis until relieved by the replacement *Gruppenkommandeur*, *Hptm. von Eschwege*.

The *Gruppe's* performance during the campaign in the West was disappointing and we only had one claim. On 18 July, we were sent back to Germany to the *Reich* to provide cover during an important meeting in Berlin. Later, on 21 July, we were sent to cover the Richard Wagner Festival in Bayreuth, so we did not return to the Channel coast until 4 August 1940.

We were based at *Altus-les-Ouilles* and on 16 August we took off at 14:48 hrs to escort a bomber formation which was to attack the British airfield at *Manston*. We were flying about 1,000 metres beneath the clouds and as we approached the target we saw several small black specks flying towards the airfield. These were almost certainly British aircraft returning to land and I ordered my pilots to reduce speed and approach in line astern as if we too were British fighters about to land. This ruse worked and we were able to approach the airfield without any trouble. Once we had flown to within a few hundred metres of the strip, I ordered my pilots to open fire and we succeeded in destroying several Spitfires which were dispersed around the airfield and two more which had just landed. One was set on fire and the other veered off to the side of the runway and formed a "Blitzer Denkmal". We also fired at the airfield AA defences and silenced them. When we left, we could count five *Blenheims* and two Spitfires in flames, and we had also blown up an important fuel tank.

We returned to this same airfield two days later during a bomber escort mission over Kent. I had been informed by radio that a Spitfire squadron had just landed so I first ordered the 3. *Staffel* to cover my 2. *Staffel*, which would attack. However, once I was certain that there were no Spitfires in the air either near the airfield or towards the coast, I also released the covering 1. *Staffel* and both the 2 and the 3 began the attack. Once we had silenced the AA defences, we were free to attack the aircraft on the ground and we destroyed ten Spitfires and three *Blenheims*.

See account under 18 August for true RAF losses



ABOVE: *Me 109's* from the *Stabschwarm*. ABOVE: 53 August 1940: a death showing the *Me 109's* in the air. Below: *Me 109's* on the ground. The *Me 109's* in the foreground are being debriefed by the *Stabschwarm*.

Messerschmitt Bf 109 E, Stab/JG 53

This Bf 109 E seen on a landing strip on the Channel coast during mid-August exhibited some curious markings. While the thin red band around the yellow cowling suggests this is an aircraft of JG 53, the unusual *Stab* symbols imply that the aircraft may have belonged to JG 2 and a photograph shows this aircraft parked next to *Helmut Wick's* machine at Cherbourg in late September. At that time, JG 53 was based around *Étampes*, but it is entirely possible that the pilot may have been visiting JG 2. Finished in what is believed to be an *OZ/73* finish, the sides of the fuselage and fin carry a dense mottle of what are believed to be the same two colours and like the cowling, the rudder was also yellow. The narrow arms of the *Balkenkreuz*, while reminiscent of the very early style, appear in some views to show repainted areas which may indicate that the white areas had been altered to lessen their visibility.

RIGHT: In this photograph taken by *Luftwaffe* war correspondent *Rolf von Pehal* a few minutes after 15:00 hrs on 18 August, the *Do 17's* of 9./KG 76 are just passing *Hea-by Head* at almost wave-top level. A few moments later they would turn inland to head for their target: *RAF Kenley*.

LEFT: Another of *Rolf von Pehal's* photographs taken from one of the low flying *Do 17's* of 9./KG 76 during the 18 August attack on *Kenley* in which the airfield was seriously damaged. In this view, a Spitfire of 64 Sqn is seen parked unattended and exposed to attack in a blast pen on the northern edge of the airfield perimeter.





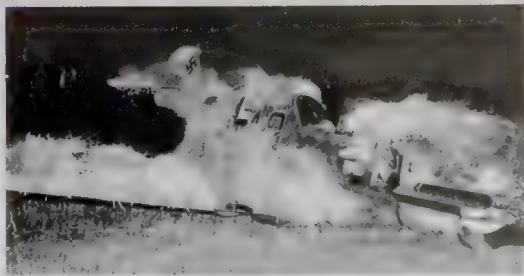
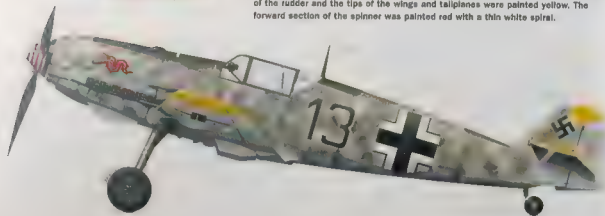
11277 Black 1, the Bf 109 of Hptm H. von Thurn, Staff Captain of 5./JG 3, is believed to be the only one to have been captured intact by the RAF. The aircraft was painted yellow and the propeller of the rudder was painted yellow. It is believed that this color was also applied to the wings, etc.

11278 Hptm H. von Thurn lost his life on 18 August when he was shot down over the Channel by P/O P. Zenger of 501 Sqn.



Emblem of 2./JG 3

Messerschmitt Bf 109 E-4 of 2./JG 3 flown by Oblt. Helmut Tiedmann. Oblt. Helmut Tiedmann's Bf 109 E-4 'Black 13' of 2./JG 3 which forced landed near Leeds Castle, Kent, during the early afternoon of 18 August. Finished in an 02/73 upper scheme, the sides of the fuselage carried a mottle of 02 which was applied less densely on the sides of the cowlings towards the nose. The Tatzelwurm emblem was finished in the Staffel colour of red with a yellow tongue, and the top segment of the rudder and the tips of the wings and tailplanes were painted yellow. The forward section of the spinner was painted red with a thin white spiral.



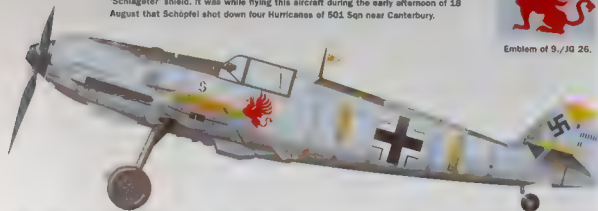
11279 Oblt. Helmut Tiedmann's Bf 109 E-4 'Black 13' of 2./JG 3 which forced landed near Leeds Castle, Kent, during the early afternoon of 18 August. Finished in an 02/73 upper scheme, the sides of the fuselage carried a mottle of 02 which was applied less densely on the sides of the cowlings towards the nose. The Tatzelwurm emblem was finished in the Staffel colour of red with a yellow tongue, and the top segment of the rudder and the tips of the wings and tailplanes were painted yellow. The forward section of the spinner was painted red with a thin white spiral.



Messerschmitt Bf 109 E-4 flown by Oblt. Gerhard Schöpfel, of III./JG 26.
The Bf 109 E-4 flown by Oblt. Gerhard Schöpfel of III./JG 26, circa 18 August. Finished in a high demarcation 02/71 finish, the top segment of the rudder and tips of the wings and tailplanes are painted yellow. A yellow pennant is attached to the antenna mast and beneath the cockpit is the red Hakenkreuz emblem of 9./JG26 and ahead of it, the JG 2 "Schlageter" shield. It was while flying this aircraft during the early afternoon of 18 August that Schöpfel shot down four Hurricanes of 501 Sqn near Canterbury.



Emblem of 9./JG 26.



Notice how the Bf 109 E-4 flown by Oblt. Schöpfel on 18 August has been placed along the wing leading edge, the antenna mast and the rudder. It has been placed to cover the suspension yellow paint applied to the tips of the wings and tailplanes. This was done so that the suspension yellow paint was not visible on the tips of the wings and tailplanes.



Notice how the Bf 109 E-4 flown by Oblt. Schöpfel on 18 August has been placed along the wing leading edge, the antenna mast and the rudder. It has been placed to cover the suspension yellow paint applied to the tips of the wings and tailplanes.

April 7: A member of the ground crew applies yellow paint to the top of the rudder and the tips of the wings and tailplanes. The yellow paint is applied to the top of the rudder and the tips of the wings and tailplanes.



Notice how the Bf 109 E-4 flown by Oblt. Schöpfel on 18 August has been placed along the wing leading edge, the antenna mast and the rudder. It has been placed to cover the suspension yellow paint applied to the tips of the wings and tailplanes.

Confronting his Jagdwaffe Kommandore with the heavy bomber losses, Göring complained that the fighters lacked aggressiveness and refused to acknowledge that the main weakness lay in faulty planning and technical shortcomings which rendered the Ju 87s and Bf 110s particularly vulnerable to fighter attack. Instead Göring blamed the fighter pilots for the high Ju 87 and Bf 110 losses, criticised the standard of escort and protection, and ordered a complete reorganisation and redeployment of the Jagdgeschwader.

Göring also believed that the overall morale and fighting spirit of the Jagdwaffe would improve through the appointment of younger officers to positions of command. At this time, many of the Gruppen were commanded by officers who had been pilots in the First World War and Göring considered them either too old or lacking the necessary aggressive spirit. Accordingly, several Jagdgeschwader Kommandores were dismissed and replaced by such younger pilots as Galland, Truttolff, Luttwak and Scheilmann, all of whom had proved successful in operations. The fighter force was the first branch of the Luftwaffe to be so rejuvenated and, as a general rule, age limits would henceforth be 32 for a Geschwaderkommandore, 30 for a Gruppenkommandeur and 27 for a Staffkapitän. The result of this change was that in most cases the commander of a Geschwader, a Gruppe or a Staffel was also the most skilful pilot and the one with the greatest number of victories.

Contrary to what has previously been written, Göring did not at this time order the majority of the fighter force to carry out close escort missions. While the bomber crews attached extraordinary importance to close escort and demanded the allocation of more fighters to this role, it would have been a purely defensive measure not in keeping with the aggressive character of the Jagdwaffe. Such an order would have tied the fighters so closely to the bombers that they would have been deprived of the freedom to seek out and destroy Britain's fighter force, a task which was, after all, Döhl's primary objective. Göring therefore directed that commanders of fighter units should, as far as possible, be given a completely free hand in the conduct of operations. Stating:

"Only part of the fighters are to be employed as direct escorts to our bombers. The aim must be to employ the strongest possible fighter forces on free-lance operations, in which they can indirectly protect the bombers, and at the same time come to grips under favourable conditions with the enemy fighters."



Bf 110: Operating with an engine on an Bf 110 from the Luftwaffe. The engine is being lifted from its mounting in the fuselage and is being used to replace the damaged propeller on the Bf 110.

However these measures were accompanied by two further demands, the first of which concerned the twin-engine Bf 110 Zerstörer units. When the Bf 110 units were first formed, it was intended to use them as long range fighters, but the course of the Battle so far had confirmed that the Bf 110 was unable to give a good account of itself. Despite its concentrated firepower and defensive weapons, in combat with British fighters it was inevitably singled out for attack and forced to fly in defensive circles. The Bf 110s therefore had to rely on Bf 109s coming to their assistance or else escape as best they could. In future, then, when used as escort fighters, the Bf 110s were themselves to be provided with a fighter escort of Bf 109s. The second demand was that specially designated fighter units should be made available to provide protection over the Channel for fighter, bomber and destroyer aircraft returning from operations over England. Thus the demand to simultaneously employ the strongest number of aircraft on free Jagd missions, provide more fighters as close escort, and yet more to meet returning aircraft, placed an excessive strain on resources due to the number of aircraft and pilots in each task required.

"Any hopes we still had of taking off were now gone."

HELMUT MAIL JG 51

I entered the Luftwaffe in 1935 and received my pilot instruction at 1937 first at the *Luftschule* Quedelheim, then the *B-Schule* in Schleissheim and finally the *A-Schule* in Fürth. Having finished this long and thorough training, I chose to become a fighter pilot and was posted again this time to the *Jagdabteilung* in Schleissheim. My training there ended with several examinations which I passed successfully and on 11 July 1940, as a newly qualified fighter pilot, I was posted to join the 1/JG 51 at Radolfzell. In this unit I found myself in contact with some experienced pilots including two Heinz Bar and Hermann Friedrich Joppnen, who later became aces and were awarded the *Eichenlaub*. After a successful campaign in the West, our unit was transferred to Leeuwarden in Holland then on 12 July we were ordered to transfer to St Ingelbert in France in order to take part in the battle against England. The very next day we carried out our first mission to the English coast after which we flew to England regularly at least once every day and sometimes two or three times a day.

The 20 August was particularly hard for me. We took off at 15.20 hrs and flew to the Thames Estuary. My Bf 109 E, which was in the engine and I was soon obliged to land on the water not far from the English coast. I only just had time to leave the water very quickly. In spite of all my efforts, I soon discovered that my *Schwimmweste* would not inflate and although I did my best to stay on the surface trying to swim in the large waves with my heavy flying suit and boots was quite a struggle. I knew I was exhausted and sunk under the waves. Fortunately however, I was seen by one of our *beobachtungsflugzeug*. We had several operations whenever we flew combat missions and they had already succeeded in rescuing a number of our pilots. It flew down towards me and in a dinghy but I was unable to reach it. The seaplane then turned, flew over me and released a second dinghy, but I was completely unable to swim to it. Later, the pilot told me they were apprehensive about landing on the water because they were not able to take off again in such sea conditions but faced with the situation, the crew decided that rather than let me drown they would risk their lives to save mine.

The seaplane made a successful landing on the water and the crew threw me a third dinghy attached to a line. This time I was a few metres away and despite the fact that I was now completely exhausted, I managed to reach it and climb aboard. Then the crew pulled the dinghy to their aircraft and hauled me into the fuselage.

I thought I had been saved but this was not at all the case and I was soon disappointed to hear that the crew thought I was able to take off again because of the waves. Worried they feared that the weather would turn into a storm. Using his engines to keep the aircraft turned into the wind so that we would not be swamped by the waves but then one wave higher than the others and damaged one of the propellers. Any hopes we still had of taking off were now gone.

All this time, the radio operator on the aircraft had been continuously sending messages explaining our situation and we learned rescue boats had been sent to find us. But when it reached our reported position the crew could find nothing, the current had carried us some miles away from where the aircraft had first landed, and now we were drifting towards a minefield!

At last after three hours, we heard the sound of an engine and we fired a signal cartridge. It was now late evening and the failing light helped the rescue boat to crew to see the flare. By the time the rescue boat reached us, our aircraft had taken quite a battering from the sea and the sea. The wings were damaged and one engine rendered useless. After a great deal of difficulty and with the help of ropes, we were eventually able to abandon the seaplane and climb safely aboard the rescue boat. We finally arrived back in France at 05.00 hrs the next morning, exhausted but alive!

Eleven days later, I resumed flying missions against England. In January 1941 I spent some time as a flying instructor before joining 1/JG 11 and then JG 11 ended the war with JG 1.



Change of unit commanders in the Jagdwaffe between August and October 1940

The following tables show the changes which took place in the Jagdwaffe between July and December 1940. It should be noted that not all these changes resulted from a programme to replace the older commanding officers with younger men. Some changes resulted from promotions, i.e. when a replacement was required for a Gruppenkommandeur promoted to Geschwaderkommodore or as a result of combat losses.

LUFTFLOTTE 2

Jagdfliegerführer 2

Unit	Previous commander	Later commander	Date of take-over
Stab/JG 3	Obstlt. Carl Eick	Major Günther Lützow	22 Aug 40
I /JG 3	Hptm. Günther Lützow	Hptm. Hans von Hahn*	22 Aug 40
(Lützow became Kommodore)			
II /JG 3	Hptm. Erich von Selle	Hptm. Erich von Selle	(no change)
III /JG 3	Hptm. Walter Kienitz	Hptm. Wilhelm Balthasar	8 Aug 40
Stab/JG 26	Major Gotthard Hendrick	Major Adolf Galland	22 Aug 40
IG 26	Hptm. Kurt Fischer	Hptm. Rolf Pingel	22 Aug 40
II /JG 26	Hptm. Karl Ebbighausen	Hptm. Erich Bode	16 Aug 40
(Ebbighausen was killed on 16 Aug 40)			
I /JG 26	Major Adolf Galland	Major Gerhard Schöpfel	22 Aug 40
(Galland became Kommodore)			
Stab/JG 51	Oberst Theo Osterkamp	Obstlt. Werner Mölders	27 Jul 40
I /JG 51	Hptm. Hans-Heinrich Brustelwin	Hptm. Hermann-Friedrich Joppen	1 Oct 40
II /JG 51	Hptm. Günther Matthes	Hptm. Günther Matthes	(no change)
III /JG 51	Hptm. Hans-Joachim Trautloft	Hptm. Walter Desau	25 Aug 40
(Trautloft became Kommodore of JG 54)			
I /JG 54	Major Hubertus Mierhart von Bernegg	Major Hanns Trubenbach	Aug 40
II /JG 54	Hptm. Siegfried von Eschwege	Hptm. Wolfgang Ewald	27 Aug 40
III /JG 54	Hptm. von Hans-Günter Kornatzki	Hptm. Wilhelm Esslen	27 Aug 40
Stab/JG 54	Major Alexander von Winterfeldt	Major Alexander von Winterfeldt	(no change)
IG 54	Gruppe transferred to Germany from Coqueville on 25 Aug 40 because of heavy losses	Major Harolds Trautloft	25 Aug 40
II /JG 54	Major Martin Mettig	Hptm. Hubertus von Bonin	25 Aug 40
III /JG 54	Hptm. Hubertus von Bonin	Hptm. Dietrich Hrabak	(no change)
IG 54	Hptm. Otto Winterer	Hptm. Dietrich Hrabak	26 Aug 40
II /JG 54	Hptm. Fritz Utsch	Obst. Günther Scholz (acting)	5 Sept 40
IG 77	Utsch was killed on 5 Sep 40	(became IV /JG 51 on 25 Aug 40)	
II /JG 2	Hptm. Johannes Janke	Obst. Herbert Ihfeldt	(no change)
III /JG 2	Obst. Herbert Ihfeldt		

LUFTFLOTTE 3

Jagdfliegerführer 3

Unit	Previous commander	Later commander	Date of take-over
Stab/JG 2	Oberst Harry von Bulow-Bothkamp	Major Wolfgang Schellmann	3 Sep 40
I /JG 2	Major Hennig Strunpell	(Major Helmut Wick took over on 20 Oct 40)	
II /JG 2	Major Wolfgang Schellmann	Hptm. Helmut Wick	10 Sep 40
III /JG 2	Major Erich Mix	Hptm. Karl Heinz Greiser	3 Sep 40
IG 2		Obst. Otto Betram	15 Sep 40
II /JG 2	Obstlt. Max Ibel	(Hptm. Hans 'Assi' Hahn* took over on 1 Oct 40)	
III /JG 2	Major Eduard Neumann	Major Bernhard Woldenga	15 Oct 40
IG 2	Hptm. Werner Andres	Major Eduard Neumann	(no change)
II /JG 2	Hptm. Joachim Schlichting	Hptm. Wolfgang Lippert	1 Oct 40
III /JG 2	Obstlt. Hans Jürgen von Cramon Traubardt	Hptm. Max Dobslay	18 Sep 40
IG 2	Major Albert Blumensaat	Major Günther von Maltzahn	10 Oct 40
II /JG 2	Hptm. Günther von Maltzahn	Hptm. Hans-Karl Meyer	Aug 40
III /JG 2	(von Maltzahn became Kommodore)	Hptm. Heinz Bretznitz	10 Oct 40
IG 2	Hptm. Hans Joachim Hander	Major Wolf Dietrich Wicke	13 Aug 40
(Hander was killed on 13 Aug 40)			

LUFTFLOTTE 5

X-Fliegerkorps

Unit	Previous commander	Later commander	Date of take-over
Stab/JG 77	Obstlt. Eitel-Fritz Roedger von Manteuffel	Major Bernhard Woldenga	3 Nov 44
I /JG 77	Hptm. Karl Hentschel	Hptm. Karl Hentschel	(no change)

*Hans von Hahn (born on 7 Aug 1914 in Frankfurt) should not be confused with Hans 'Assi' Hahn (born on 14 Apr 1914 in Gotha)

20 August - 6 September The Battle of the Airfields

"To sum up: we have reached the decisive period of the air war against England. The vital task is to turn all means at our disposal to the defeat of the enemy Air Force. Our first aim is the destruction of the enemy's fighters. If they no longer take to the air, we shall attack them on the ground, or force them into battle by directing bomber attacks against targets within the range of our fighters. At the same time, and on a growing scale, we must continue our activities against the ground organisation of the enemy bomber units. Surprise attacks on the enemy aircraft industry must be made by day and night. Once the enemy Air Force has been annihilated, our attacks will be directed as ordered against other vital targets."

Continuing adverse weather during the period 20-23 August again restricted Luftwaffe operations and brought a period of relatively reduced activity although the 20th is notable as the date on which Hptm. Walter Desau of JG 51 received the Ritterkreuz for his part in the battle to reach this score.

On the 21st, the Luftwaffe began reequipping its fighter units since recent operations had reduced the operational radius of the Bf 109 was limiting the extent to which these fighters could operate in English airspace. On average, the fighters of Luftflotte 2 based at Döberitz, near Berlin, were sent to London and spent only a maximum of ten minutes in combat before returning to base. Even worse, because of the greater width of the Channel, fighters of Luftflotte 3 based at Cherbourg area had to return soon after crossing the English coast. The shortage of fuel was therefore a risk that Bf 109 pilots constantly faced and they were often forced to land themselves with insufficient fuel for a safe return to France. They were therefore in a very vulnerable position as a dangerous business, landing in the water at 100mph being considerably more dangerous than landing on a runway.

This photograph from an aerial of a Schirm formation returning from a mission over the British coast of 7 JG 54 White 1, 8 and 9 are seen flying above the white line on 23 August. Note that the III Gruppe was long since disbanded and has now been replaced by a vertical bar.



24.08.44. It took it a while to be believed that the first JG 3 parading the Channel. The Luftwaffe markings ahead of the formation. Luftwaffe are those of the Gruppe Technische, which were not equipped with fighters. Although the pilots occupying this position did not have any combat experience, they had to ensure that the enemy aircraft as possible were available for personnel.



There were only a few of us who had not yet had to ditch in the Channel with a shot-up aircraft or stationary propeller.

Obd. Hans von Hahn of J/G 3 commenting on the ever-present obstacle facing the pilots of the Jagdflotte – the English Channel.

REINER DREHME

of J/G 2

to 28 August. They

from left to

right: Lt Klaus

Matusch, Lt Josef

Batschger (J/G 2)

September)

the staff captain of

Staffel 10th

Lehring (J/G 2)

captured on 28

August after being

shot down over

Canterbury and

fourth leading

officer named

Martha. Lt

Matusch, who

would later be

awarded the Iron

Leaves had his

victory claim on

May and his

second, a

Heinrich on 31

August. JG

Batschger would

claim his 10th

victory on 25

August and 19th

Bever has seven

and lost over

a Spitfire on 15

August.



It was therefore reasoned that a tactical advantage would be gained by transferring the majority of the Jagdgeschwader of Luftflotte 3 to Kesselring's Luftflotte 2 in the Pas de Calais area. However, while this decision increased to 18 the number of Jagdgruppen available to Luftflotte 2 and made more fighters available to meet Göring's latest directive, the scarcity of fighters left to Luftflotte 3 would later lead to escalating losses, especially amongst the BF 110 Zerstörergruppen during the September raids.

At this time, Obd. had already observed that Fighter Command was, wherever possible, trying to avoid contact with German fighters in order to preserve its strength and meet the greater threat posed by the bombers. If the RAF was to be destroyed, it first had to be brought into the air to fight and with fine weather on the morning of the 24th, the Luftwaffe returned in force. For Fighter Command, this was the crisis of the battle. Massive Luftwaffe bombing attacks concentrated on the vital airfields in Kent, Surrey and Sussex and were accompanied by raids carried out against harbour facilities and rail systems. All these raids were co-ordinated with complex fighter sweeps aimed at catching Fighter Command's squadrons on the ground. For the Luftwaffe, these operations proved difficult, however, as the airfields were protected by light and medium anti-aircraft guns and were frequently empty, the British aircraft having already taken off or dispersed to other airfields. Moreover, airfields were well camouflaged and not always easy to locate. Indeed, when *Fw Werner Gottschalk* made an emergency landing at Hawkinge a few days later, he stated that he had not recognised this as an aerodrome from the air.

Following early morning ferries and free Jagd patrols to clear the airspace ahead, a heavily escorted target scare attack was carried out against Dover, and shortly after midday an attack was made on Manston by a force of 50 plus JG 88's and He 111s. The Defiants of 284 Squadron were scrambled, but before they could engage the attackers, three of them were lost, two possibly shot down by JG 3's *Hptm Günther Lutzow*. The major activity of the afternoon started at around 15.00 hrs when attacks were aimed simultaneously at Hornchurch and North Weald, while an attack on Manston by the specialist crews of *Erprobungsgruppe 210* forced its closure as an

operational airfield for the next thirty-six hours. Then, between 16.00-17.00 hrs, 71 BF 109s from JG 2 JG 27 and JG 53, together with 99 BF 110s from ZG 2, ZG 76 and V JG 1, escorted 46 Ju 88s to attack Portsmouth and Southampton where heavy damage and casualties were caused. A final daylight incursion over Britain involved a free Jagd sweep by 100-plus fighters over Kent. During the day's operations, 32 RAF aircraft were destroyed or damaged, 22 of these being single-engine fighters declared destroyed, lost or missing.

Despite suitable weather on the 25th, and numerous free Jagd missions over the Channel, the first major activity of the day did not take place until 17.00 hrs when a force of more than 300 German fighters comprising 214 BF 109s from JG 2, JG 27 and JG 53 and 103 BF 110s from ZG 2

V JG 1 escorted 37 Ju 88s to attack Warmwell. Shortly after this, a second attack developed over Kent and the Thames Estuary. Although this was diverted from its intended targets by fighters from the defending fighters, Fighter Command losses for the day amounted to 15 single-engine fighters. One of these was a Spitfire from 616 Sqn flown by Sgt. P. Waring, shot down over the French coast. He was later taken to 2 JG 52's airfield at Coqueles, near Calais, where he was entertained in the NCO's mess. On this day, too, a returning crew from ZG 76 reported that they had seen two Spitfires collide in mid-air, disintegrate and crash while attempting to attack the same BF 110.

It will be seen from the above that in order to provide adequate protection for the bombers and at the same time have enough fighters available to pursue their real task of destroying the enemy in combat, the ratio of fighters to bombers far exceeded one to one. Unfortunately, however, the Luftwaffe had no standard tactical procedure, nor any unified plan, so that escort missions were left to the *Geschwaderkommande* who acted as he thought best. Thus the quality of the missions attained in these missions varied considerably, some *Geschwader* particularly JG 27, executed their duties in an extremely efficient manner, while others performed less well. Only later in the Battle were tactics standardised.

"Flying over the Channel was hard on our nerves"

RUDOLF ROTHELFELDER, JG 2

When the continuous sorties over England until 25 August but the shorelines were constantly changed. At one time the Royal Air Force was the target so that we could achieve air superiority, then we had to fly escort missions to ensure the bombers reached their targets in Brighton, Winchester, Portsmouth, Chichester and Southampton. In addition, there were take-off alerts and we sometimes had to escort the rescue units which pulled our comrades out of the 'drift'. These operations were flown either from the airfield at Cherbourg-Treville or the one at Le Havre. For us fighter pilots, the big difference was that from Cherbourg we had to fly 120 km in order to reach the other side of the Channel, whereas from Le Havre the distance was about 170 km. Our *Geschwader*, JG 2, was very successful during these battles and up to 25 August 1940 we had shot down more than 250 British aircraft. We also suffered losses ourselves: some pilots ending up as POWs and being sent to POW camps in Canada.

Flying over the Channel was hard on our nerves. The gliding ratio of the BF 109 was 1:21 so that if we received a hit in the radiator we were flying at 8,000 metres, for example, we could calculate how far we could glide by multiplying our height by 21. This meant that from the Isle of Wight we could glide to a point about 40 km from the French coast. Not everyone could withstand this long upon his shoulders and some were sent back to Germany to regain their nerve.

The score of victories in our 9 *Staffel* at this time was nothing to write home about. On 15 August, we flew a fighter sweep mission over Jersey from Cherbourg to Portland taking off at 17.40 hrs and landing at 19.23 hrs. 106 *Hannes* Bolders shot down a Hurricane, but others were very few. Sometimes came up to engage us so that when we saw a large number of barrage balloons below us, we attacked them instead and shot them down.

On 28 August, our 9 *Gruppe* transferred to Oye Plage, east of Calais. The 1 and 10 *Gruppen* and the *Geschwader Staff* were also relocated to the Calais area, where they were based at Mandik airfield. During this time the night of the Luftwaffe was concentrated for air raids on London and the industrial complexes located there such as the docks at Tilbury, the Redhill area and the Isle of Sheppey. We learned "Operation Sealion".

Once, during an air combat with eight Spitfires over the Isle of Sheppey, my wingman *Gefreiter Schaar* and I had to beat a hasty retreat. I returned to the Oye Plage with a shot-up propeller hub and Schaar's aircraft was also damaged. I saw him turn toward the Channel with a smoking engine. He bailed out at about 800 metres over the water and was rescued from the 'drift' after three hours by an He 59.



BF 109 This photograph of Uffz. Karl Heinz Bock's BF 109 E-4 serves to illustrate the appearance of 02/1. Müncheberg's aircraft depicted in the accompanying profile, and the white cross visible, photograph shows Uffz. Bock, flying an aircraft very similar in appearance to Müncheberg's, forced landed the aircraft at its small farm near Rye on the afternoon of 17 September 1940. He was on a flyback flight after sweeping in London, suffered engine failure, forced landed and was captured unharmed.

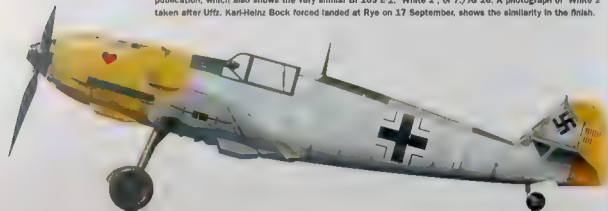


Messerschmitt Bf 109 E-4 flown by Oblt. Joachim Müncheberg, Staffelführer of 7/JG 26.

'White 1' the Bf 109 E-4 of Oblt. Joachim Müncheberg, Staffelführer of 7/JG 26 as it is believed to have appeared, circa 24 August. As was usual with the aircraft of 11/JG 26, the Balkenkreuz, aircraft number and Gruppe symbol were of smaller proportions than usual and the 65 fuselage sides lacked mottling although some was carried on the fin, probably in 02. Upper camouflage colours were 02/71 and a white pennant was carried on the antenna mast. The entire engine cowling was roughly painted yellow back to the base of the windscreen, leaving the white background to the 7. Staffel heart emblem with an irregular white border. The rudder was yellow with a small section left in the original 02 on which were painted Müncheberg's fourteen Abschutz bars in red. This profile is based on a poor quality photograph, regrettably not suitable for publication, which also shows the very similar Bf 109 E 1, 'White 2', of 7/JG 26. A photograph of 'White 2' taken after Uffz. Karl-Heinz Bock forced landed at Rye on 17 September, shows the similarity in the finish.



Staffel emblem of 7/JG 26



Uffz. 'White 1' a Bf 109 E-4 This photograph shows the aircraft as it appeared, circa 24 August. As was usual with the aircraft of 11/JG 26, the Balkenkreuz, aircraft number and Gruppe symbol were of smaller proportions than usual and the 65 fuselage sides lacked mottling although some was carried on the fin, probably in 02. Upper camouflage colours were 02/71 and a white pennant was carried on the antenna mast. The entire engine cowling was roughly painted yellow back to the base of the windscreen, leaving the white background to the 7. Staffel heart emblem with an irregular white border. The rudder was yellow with a small section left in the original 02 on which were painted Müncheberg's fourteen Abschutz bars in red. This profile is based on a poor quality photograph, regrettably not suitable for publication, which also shows the very similar Bf 109 E 1, 'White 2', of 7/JG 26. A photograph of 'White 2' taken after Uffz. Karl-Heinz Bock forced landed at Rye on 17 September, shows the similarity in the finish.



Uffz. 'White 1' a Bf 109 E-4 This photograph shows the aircraft as it appeared, circa 24 August. As was usual with the aircraft of 11/JG 26, the Balkenkreuz, aircraft number and Gruppe symbol were of smaller proportions than usual and the 65 fuselage sides lacked mottling although some was carried on the fin, probably in 02. Upper camouflage colours were 02/71 and a white pennant was carried on the antenna mast. The entire engine cowling was roughly painted yellow back to the base of the windscreen, leaving the white background to the 7. Staffel heart emblem with an irregular white border. The rudder was yellow with a small section left in the original 02 on which were painted Müncheberg's fourteen Abschutz bars in red. This profile is based on a poor quality photograph, regrettably not suitable for publication, which also shows the very similar Bf 109 E 1, 'White 2', of 7/JG 26. A photograph of 'White 2' taken after Uffz. Karl-Heinz Bock forced landed at Rye on 17 September, shows the similarity in the finish.





Messerschmitt Bf 109 E-4 W.Nr.5587 of 6./JG 51 flown by Ofw. Fritz Beack, 'Yellow 10', the Bf 109 E-4 flown by Ofw. Fritz Beack of 6./JG 51, who was forced to land at East Langdon on the afternoon of 24 August after his engine failed following combat with R.A.F. fighters near Marston. Finished in an upper surface scheme of 02/71, the sides of the fuselage and fin are covered in a fairly dense mottling of both of these colours. The top segment of the rudder and tips of both wings and tailplanes were painted yellow, as was the background of the shield. The spinner was painted half white, half 70 or black, and three yellow Abschuss bars were marked on each side of the fin.



Emblem of 6./JG 51.



THIS PAGE AND OPPOSITE: Bf 109 E-4 W.Nr.5587, 'Yellow 10' of 6./JG 51. At 08:00 hrs on 24 August, 29-year-old Ofw Fritz Beack took off to escort about two dozen Hurricanes over Marston-on-aerodrome. It is thought Beack was intended to escort a formation of Hurricanes to the base where, after a quick lunch, he set off again with about seven other aircraft from 6./JG 51 and numerous staff. Again they escorted about twenty from Marston-on-aerodrome. Marston airtfield has since been Beack became increasingly confident with a number of Hurricanes. Although Beack was unaware of it, his aircraft was damaged by a single Hurricane. Later in the day, he was forced to land at East Langdon, and on the way home he was shot down by a single Hurricane. He was captured and taken to a prisoner-of-war camp. He was captured on 24 August, and on the way home he was shot down by a single Hurricane. He was captured and taken to a prisoner-of-war camp. He was captured on 24 August, and on the way home he was shot down by a single Hurricane. He was captured and taken to a prisoner-of-war camp.





GROUND CREW The 'Cockney' works in on the back of the Bf 109 E-1 before it departs on its last flight, prior to a second attempt to destroy it.



RIGHT AND LEFT Beech's 'L-1' 'No. 50' lying partially dismantled on the ground in the North Downs, showing the wing and the fuselage. The aircraft was damaged by a direct hit on the fuselage. It is interesting to speculate where they might be now. 50

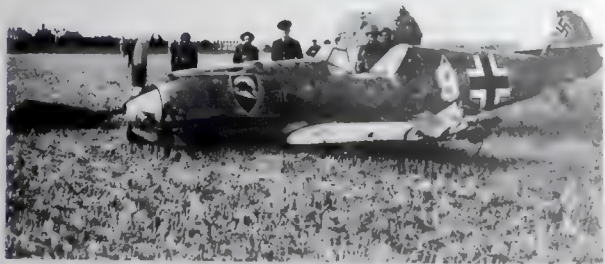


Messerschmitt Bf 109 E-1 flown by Fw. Herbert Bischoff, 1./JG 52.

'White 9', the Bf 109 E-1 of Fw. Bischoff of the Coquelles-based 1./JG 52 was forced to land at Westgate as a result of combat damage during the mid-afternoon of 24 August. This aircraft was fitted with an early style canopy, but featured pilot's back armour and a rear-view mirror. Finished in a 70/71 upper camouflage scheme, the sides of the fuselage, fin and rudder carried a heavy mottle believed to have been in the upper surface colours. The light coloured square on both sides of the fin behind the swastika suggests that they had been masked off while the mottling was applied. The 1./JG 52 'Running Bear' emblem was applied to both sides of the cowling and the spinner was painted half white and half black or 70.



Emblem of 1./JG 52



DOWN This Bf 109 E-1 'White 9' of 1./JG 52 forced to land in a field at Westgate, 24 August. The pilot, Fw. Herbert Bischoff, was killed in action. The aircraft was damaged by a direct hit on the fuselage. It is interesting to speculate where they might be now. 50

[illegible]

Script 'S' badge of
JG 26.



'Hollenhund'
emblem of
9./JG 26.

[illegible]

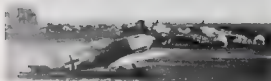


FIG. 151A/B/C/D/E. BF 109 Is of the I and III Gruppen of JG 2 seen prior to take-off from Cherbourg West (Quebecville) in the latter part of August 1940. In the photograph (C/D/E/F) the aircraft in the foreground, Yellow 5, appears to carry an upper surface scheme of 02/71 with a heavily applied fuselage mottle motif. Faintly of the same pattern, but now all aircraft have the now commonly seen coloured rudders and cowlings, though some are white and others yellow. The aircraft to right (A/B/C/D/E/F) has a yellow cowling and rudder yet still wears its four letter Stammkennzeichen. Note also the unusual style of number applied to the nose of the aircraft (A/B/C/D/E/F).

Messerschmitt BF 109 E-3 of I/JG 2 based at Cherbourg West, Summer 1940.

BF 109 E-3 or E-4, 'Yellow 6' of I/JG 2, seen at Cherbourg West in the Summer of 1940. This aircraft was finished in a high demarcation 02/71 finish with a very light mottle of 02 on the fuselage sides and fin. The now familiar areas of yellow paint applied to the cowling and rudder were intended to assist rapid air-to-air identification of friendly aircraft. The fuselage Balkenkreuz was of standard proportions, but the Hakenkreuz seems to lack the usual black and white edging. The large, rounded style of fuselage number is unusual.



FIG. 152. BF 109 Is of I/JG 2 under Hpm. Heinz Strumpell (A/B/C/D/E/F) are shown in flight. The Staffelkapitän flies in front and slightly higher than the rest of the formation. The aircraft are covered by the whole Staffel. The aircraft in the foreground (A/B/C/D/E/F) is shown in flight. The aircraft in the foreground (A/B/C/D/E/F) is shown in flight. The aircraft in the foreground (A/B/C/D/E/F) is shown in flight.



FIG. 153. A Messerschmitt BF 109 fighter on the ground. The aircraft is parked in front of a large, white, arched hangar. The aircraft is seen from a side profile, showing its distinctive cowling and tail section.



FIG. 154. C/D/E/F: Karl Heuss (A/B/C/D/E/F) is shown in flight. The aircraft is shown in flight. The aircraft is shown in flight. The aircraft is shown in flight. The aircraft is shown in flight.

Black 5 of 1/JG 52 at Calais during mid-August with Obdt Helmut Bommemann on the wing and members of his ground crew. Although this aircraft is fitted with the entire side of canopy the pilot's back and lateral armor is of the type usually associated with the later heavier framed canopy. A rearview mirror is fitted to the windscreen framework, the only one at present known. This is less usual as they found the view limited and they were cramped at low altitudes.



GROUP 108 Bf 109 E-3 at Calais during mid-August. The aircraft in the foreground, Black 5, is that of Obdt Helmut Bommemann.

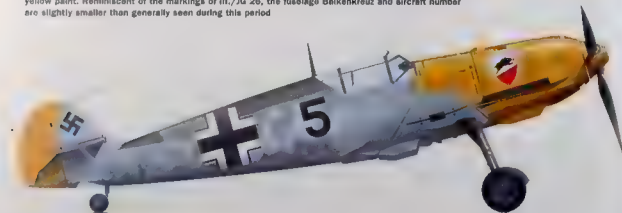


Messerschmitt Bf 109 E-3 flown by Obdt. Helmut Bommemann of 1/JG 52.

The Bf 109 E-3 'Black 5' flown by Obdt. Helmut Bommemann of 1/JG 52 finished in an upper camouflage scheme of G2/72. The sides of the fuselage were mottled with what is believed to be G2 and the yellow paint of the cowling has been extended rearwards to the base of the windscreen and as far down as the top of the wing root fairing. The 1 Gruppe 'Running Boar' emblem which was carried on both sides of the cowling appears either to have been masked off very carefully or re-applied over the yellow paint. Reminiscent of the markings of III/JG 26, the fuselage Balkenkreuz and aircraft number are slightly smaller than generally seen during this period.



Emblem of 1/JG 52.

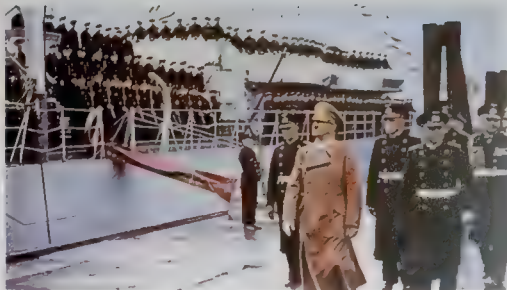
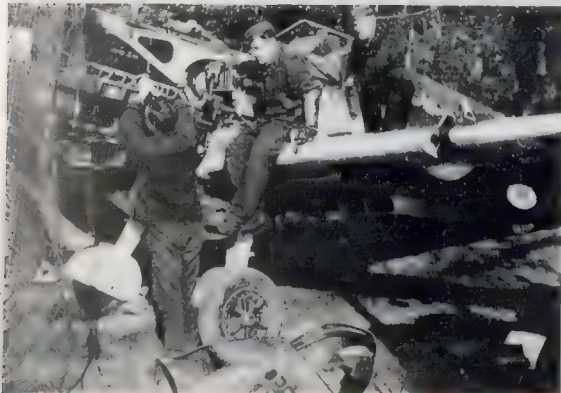


GROUP 108 Bf 109 E-3s at Calais, probably mid-August 1940. The aircraft taking in the foreground is Obdt Helmut Bommemann's Black 5 which has the entire nose back to the windscreen painted yellow.



RIGHT 108 Helmut Bommemann's Bf 109 E-3, Black 5, at Calais after returning from a successful mission over England during mid-August.

A black and white photograph showing a group of men in military uniforms standing in a line in front of a large, open-sided structure, possibly a hangar or a large tent, with trees in the background. The men are dressed in dark uniforms, and the structure behind them has a high, peaked roof supported by wooden poles. The scene is outdoors, and the lighting suggests it might be late afternoon or early morning.

[illegible]

Was the Threat of Sealion Real?

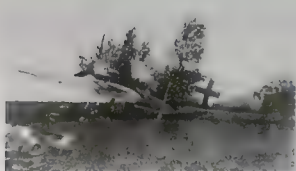
"Hitler spoke to me on the occasion of my first high decoration, and he said, 'I don't like the war against England, I am forced to fight, but I don't like it.'"

Recollections of the then Major John Cunningham, H.M. 18th Regiment, 1800-1801

Although in Britain there were still small circles that saw the Italians as the destined conquerors of the continent, it was inevitable, in fact Hitler had no intention of launching operations against the Atlantic coast of Europe. In the summer of 1940 Hitler to warn him that such an operation was not in the understanding he had with the German Navy was to support an invasion. Hitler agreed since, although he admired the British navy, he felt that the German Navy was not strong enough to support a conflict he was now unable to conduct peacefully. He realised that if he did not take the initiative, the British would. Instead he wanted to wait and see what the British would do before the Italian intervention, which was expected to come in the form of a surprise attack from the sea. Hitler was not alone in this. The British were also waiting for the Italians to move first, so as to be able to respond sufficiently to compel the British government to go to war for peace. Most significant, however, was the fact that the British were not the last. The intelligence organisations had reported that the Russians had been given the go-ahead to attack Germany. It was evidence that the Soviet Union was also pursuing the idea of an invasion of Germany. It was clearly part of a general case, an invasion of Britain could put at risk the military forces that might be required to intervene in Germany.

giving his full attention to Hitler's transatlantic campaign. He felt that he was not preferred to stay. He felt that an immediate arrest for punishment of justice was not a sufficient device, insight and render itself unnecessary when the Luftwaffe was already being used to restrict the war against England. On 10 September, the RAF had been hit by a surprise attack, did Hitler publicly announce that a new force offensive was also estimated to be launched. The wishes of his strategic advisers, he ruled that in the two bombing operations was now being

The new aerial offensive was to be personally directed by Reichsmarschall Goering, who on 25 September 1940 the Channel coast for this purpose. It opened on 1 September with the Luftwaffe bombing of Calais, a port of entry to the British Isles. And, surely Hitler reasoned this massive attack combined with the striking Black Sea wolf pack would force the evacuation of the British inhabitants of London and would finally force the British Government to sue for peace, especially after the destruction of the British fleet of imminent invasion. Thus, in order to preserve the impression that invasion was still a possibility, Hitler ordered the evacuation of the British immediately under the outright cancellation of Sealion and to bring increased pressure on the British. The evacuation of the British was to be no let up in the Luftwaffe attacks.



1177 The Allies had been warned in May 1940 that the Luftwaffe was planning a major offensive against the British Isles. The Luftwaffe's plan was to attack the British Isles in three waves. The first wave was to attack the British Isles in the summer of 1940. The second wave was to attack the British Isles in the autumn of 1940. The third wave was to attack the British Isles in the winter of 1940.

aborted their attacks. Then, at about 16.00 hrs, Luftflotte 3 dispatched a final daylight attack. Confronted by determined opposition, only a few of the bombers came anywhere near their target and only bombed the outskirts of the city causing little damage. Nevertheless, the defensive battles of the day cost the RAF a further 28 fighters lost.

No major German attacks materialised on 27 August, but in the late afternoon, 51 He 111s accompanied by more than 200 Bf 109s from JG 2, JG 27 and JG 53, together with 66 Bf 110s, attacked Portsmouth Harbour. During this operation, *Oblt* Heilmut Wich of JG 2 claimed his 21st and 22nd victories, a Hurricane and a Spitfire and L/JG 53 claimed four Spitfires, two of these apparently being shot down by *Hptm* Hans Karl Maye. *Staffelkapitän* of 1. *Staffel*, banging his score to nineteen. Within a week Mayer - a promising officer who had received rapid promotion and had earlier fought with the Condor Legion in Spain where he had won several decorations - would achieve his 20th victory, for which he was awarded the coveted *Ritterkreuz*.

On the morning of the 28th, the Luftwaffe again attacked in three separate phases. First, a number of Bf 109s came out on a *freie Jagd* fighter sweep over Kent. Then, at 08.30 hrs, a heavily escorted bomber formation crossed the English coast and split up into two formations so that as He 111 bombers of KG 53, escorted by *Stab*, and JG 26 headed for Rochford airfield the Do 17s of KG 3 escorted by I and III/JG 53 made their way towards Eastchurch. Little damage was caused at Rochford and although the airfield at Eastchurch was hit particularly hard, it remained operational.

A second attack was mounted shortly after midday when, in another attempt to knock out the airfield the Do 17s of II and III/JG 3 attacked. The attacking German fighters gave such a good account of themselves that the defending RAF fighters were unable to get through to the Luftwaffe's support strength to prevent the raiders from being hit. Despite the number of bombs dropped, however, little damage was done and the airfield continued to remain serviceable. In the third attack made

On 26 August, Luftwaffe activity over Britain took the form of three major attacks. The first targeted the airfields at Biggin Hill and Kenley but was dispersed by strong opposition from the defending fighters, leaving the retreating bombers to drop their bombs on any worthwhile target as they crossed the coast. The second attack took place shortly after 13.00 hrs when approximately 80 bombers with fighter escort headed towards Essex. As it approached the coast this force split into two formations and made for the airfields at Debden, Hornchurch and North Weald. But

own fighter escorts low on fuel, both formations were forced to abort their attacks. The first formation, consisting of some 50 He 111s with an escort of 100-plus Bf 109s and Bf 110s to attack Portsmouth, confronted by determined opposition, only a few of the bombers came anywhere near their target and only bombed the outskirts of the city causing little damage. Nevertheless, the defensive battles of the day cost the RAF a further 28 fighters lost.

No major German attacks materialised on 27 August, but in the late afternoon, 51 He 111s accompanied by more than 200 Bf 109s from JG 2, JG 27 and JG 53, together with 66 Bf 110s, attacked Portsmouth Harbour. During this operation, *Oblt* Heilmut Wich of JG 2 claimed his 21st and 22nd victories, a Hurricane and a Spitfire and L/JG 53 claimed four Spitfires, two of these apparently being shot down by *Hptm* Hans Karl Maye. *Staffelkapitän* of 1. *Staffel*, banging his score to nineteen. Within a week Mayer - a promising officer who had received rapid promotion and had earlier fought with the Condor Legion in Spain where he had won several decorations - would achieve his 20th victory, for which he was awarded the coveted *Ritterkreuz*.

On the morning of the 28th, the Luftwaffe again attacked in three separate phases. First, a number of Bf 109s came out on a *freie Jagd* fighter sweep over Kent. Then, at 08.30 hrs, a heavily escorted bomber formation crossed the English coast and split up into two formations so that as He 111 bombers of KG 53, escorted by *Stab*, and JG 26 headed for Rochford airfield the Do 17s of KG 3 escorted by I and III/JG 53 made their way towards Eastchurch. Little damage was caused at Rochford and although the airfield at Eastchurch was hit particularly hard, it remained operational.

1177 The Allies had been warned in May 1940 that the Luftwaffe was planning a major offensive against the British Isles. The Luftwaffe's plan was to attack the British Isles in three waves. The first wave was to attack the British Isles in the summer of 1940. The second wave was to attack the British Isles in the autumn of 1940. The third wave was to attack the British Isles in the winter of 1940.

No major German attacks materialised on 27 August, but in the late afternoon, 51 He 111s accompanied by more than 200 Bf 109s from JG 2, JG 27 and JG 53, together with 66 Bf 110s, attacked Portsmouth Harbour. During this operation, *Oblt* Heilmut Wich of JG 2 claimed his 21st and 22nd victories, a Hurricane and a Spitfire and L/JG 53 claimed four Spitfires, two of these apparently being shot down by *Hptm* Hans Karl Maye. *Staffelkapitän* of 1. *Staffel*, banging his score to nineteen. Within a week Mayer - a promising officer who had received rapid promotion and had earlier fought with the Condor Legion in Spain where he had won several decorations - would achieve his 20th victory, for which he was awarded the coveted *Ritterkreuz*.

On the morning of the 28th, the Luftwaffe again attacked in three separate phases. First, a number of Bf 109s came out on a *freie Jagd* fighter sweep over Kent. Then, at 08.30 hrs, a heavily escorted bomber formation crossed the English coast and split up into two formations so that as He 111 bombers of KG 53, escorted by *Stab*, and JG 26 headed for Rochford airfield the Do 17s of KG 3 escorted by I and III/JG 53 made their way towards Eastchurch. Little damage was caused at Rochford and although the airfield at Eastchurch was hit particularly hard, it remained operational.

A second attack was mounted shortly after midday when, in another attempt to knock out the airfield the Do 17s of II and III/JG 3 attacked. The attacking German fighters gave such a good account of themselves that the defending RAF fighters were unable to get through to the Luftwaffe's support strength to prevent the raiders from being hit. Despite the number of bombs dropped, however, little damage was done and the airfield continued to remain serviceable. In the third attack made

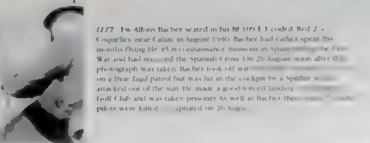


1177 The Allies had been warned in May 1940 that the Luftwaffe was planning a major offensive against the British Isles. The Luftwaffe's plan was to attack the British Isles in three waves. The first wave was to attack the British Isles in the summer of 1940. The second wave was to attack the British Isles in the autumn of 1940. The third wave was to attack the British Isles in the winter of 1940.

No major German attacks materialised on 27 August, but in the late afternoon, 51 He 111s accompanied by more than 200 Bf 109s from JG 2, JG 27 and JG 53, together with 66 Bf 110s, attacked Portsmouth Harbour. During this operation, *Oblt* Heilmut Wich of JG 2 claimed his 21st and 22nd victories, a Hurricane and a Spitfire and L/JG 53 claimed four Spitfires, two of these apparently being shot down by *Hptm* Hans Karl Maye. *Staffelkapitän* of 1. *Staffel*, banging his score to nineteen. Within a week Mayer - a promising officer who had received rapid promotion and had earlier fought with the Condor Legion in Spain where he had won several decorations - would achieve his 20th victory, for which he was awarded the coveted *Ritterkreuz*.

On the morning of the 28th, the Luftwaffe again attacked in three separate phases. First, a number of Bf 109s came out on a *freie Jagd* fighter sweep over Kent. Then, at 08.30 hrs, a heavily escorted bomber formation crossed the English coast and split up into two formations so that as He 111 bombers of KG 53, escorted by *Stab*, and JG 26 headed for Rochford airfield the Do 17s of KG 3 escorted by I and III/JG 53 made their way towards Eastchurch. Little damage was caused at Rochford and although the airfield at Eastchurch was hit particularly hard, it remained operational.

A second attack was mounted shortly after midday when, in another attempt to knock out the airfield the Do 17s of II and III/JG 3 attacked. The attacking German fighters gave such a good account of themselves that the defending RAF fighters were unable to get through to the Luftwaffe's support strength to prevent the raiders from being hit. Despite the number of bombs dropped, however, little damage was done and the airfield continued to remain serviceable. In the third attack made



1177 The Allies had been warned in May 1940 that the Luftwaffe was planning a major offensive against the British Isles. The Luftwaffe's plan was to attack the British Isles in three waves. The first wave was to attack the British Isles in the summer of 1940. The second wave was to attack the British Isles in the autumn of 1940. The third wave was to attack the British Isles in the winter of 1940.

No major German attacks materialised on 27 August, but in the late afternoon, 51 He 111s accompanied by more than 200 Bf 109s from JG 2, JG 27 and JG 53, together with 66 Bf 110s, attacked Portsmouth Harbour. During this operation, *Oblt* Heilmut Wich of JG 2 claimed his 21st and 22nd victories, a Hurricane and a Spitfire and L/JG 53 claimed four Spitfires, two of these apparently being shot down by *Hptm* Hans Karl Maye. *Staffelkapitän* of 1. *Staffel*, banging his score to nineteen. Within a week Mayer - a promising officer who had received rapid promotion and had earlier fought with the Condor Legion in Spain where he had won several decorations - would achieve his 20th victory, for which he was awarded the coveted *Ritterkreuz*.

On the morning of the 28th, the Luftwaffe again attacked in three separate phases. First, a number of Bf 109s came out on a *freie Jagd* fighter sweep over Kent. Then, at 08.30 hrs, a heavily escorted bomber formation crossed the English coast and split up into two formations so that as He 111 bombers of KG 53, escorted by *Stab*, and JG 26 headed for Rochford airfield the Do 17s of KG 3 escorted by I and III/JG 53 made their way towards Eastchurch. Little damage was caused at Rochford and although the airfield at Eastchurch was hit particularly hard, it remained operational.

A second attack was mounted shortly after midday when, in another attempt to knock out the airfield the Do 17s of II and III/JG 3 attacked. The attacking German fighters gave such a good account of themselves that the defending RAF fighters were unable to get through to the Luftwaffe's support strength to prevent the raiders from being hit. Despite the number of bombs dropped, however, little damage was done and the airfield continued to remain serviceable. In the third attack made

1177 The Allies had been warned in May 1940 that the Luftwaffe was planning a major offensive against the British Isles. The Luftwaffe's plan was to attack the British Isles in three waves. The first wave was to attack the British Isles in the summer of 1940. The second wave was to attack the British Isles in the autumn of 1940. The third wave was to attack the British Isles in the winter of 1940.

No major German attacks materialised on 27 August, but in the late afternoon, 51 He 111s accompanied by more than 200 Bf 109s from JG 2, JG 27 and JG 53, together with 66 Bf 110s, attacked Portsmouth Harbour. During this operation, *Oblt* Heilmut Wich of JG 2 claimed his 21st and 22nd victories, a Hurricane and a Spitfire and L/JG 53 claimed four Spitfires, two of these apparently being shot down by *Hptm* Hans Karl Maye. *Staffelkapitän* of 1. *Staffel*, banging his score to nineteen. Within a week Mayer - a promising officer who had received rapid promotion and had earlier fought with the Condor Legion in Spain where he had won several decorations - would achieve his 20th victory, for which he was awarded the coveted *Ritterkreuz*.

On the morning of the 28th, the Luftwaffe again attacked in three separate phases. First, a number of Bf 109s came out on a *freie Jagd* fighter sweep over Kent. Then, at 08.30 hrs, a heavily escorted bomber formation crossed the English coast and split up into two formations so that as He 111 bombers of KG 53, escorted by *Stab*, and JG 26 headed for Rochford airfield the Do 17s of KG 3 escorted by I and III/JG 53 made their way towards Eastchurch. Little damage was caused at Rochford and although the airfield at Eastchurch was hit particularly hard, it remained operational.

A second attack was mounted shortly after midday when, in another attempt to knock out the airfield the Do 17s of II and III/JG 3 attacked. The attacking German fighters gave such a good account of themselves that the defending RAF fighters were unable to get through to the Luftwaffe's support strength to prevent the raiders from being hit. Despite the number of bombs dropped, however, little damage was done and the airfield continued to remain serviceable. In the third attack made



1177 The Allies had been warned in May 1940 that the Luftwaffe was planning a major offensive against the British Isles. The Luftwaffe's plan was to attack the British Isles in three waves. The first wave was to attack the British Isles in the summer of 1940. The second wave was to attack the British Isles in the autumn of 1940. The third wave was to attack the British Isles in the winter of 1940.

No major German attacks materialised on 27 August, but in the late afternoon, 51 He 111s accompanied by more than 200 Bf 109s from JG 2, JG 27 and JG 53, together with 66 Bf 110s, attacked Portsmouth Harbour. During this operation, *Oblt* Heilmut Wich of JG 2 claimed his 21st and 22nd victories, a Hurricane and a Spitfire and L/JG 53 claimed four Spitfires, two of these apparently being shot down by *Hptm* Hans Karl Maye. *Staffelkapitän* of 1. *Staffel*, banging his score to nineteen. Within a week Mayer - a promising officer who had received rapid promotion and had earlier fought with the Condor Legion in Spain where he had won several decorations - would achieve his 20th victory, for which he was awarded the coveted *Ritterkreuz*.

On the morning of the 28th, the Luftwaffe again attacked in three separate phases. First, a number of Bf 109s came out on a *freie Jagd* fighter sweep over Kent. Then, at 08.30 hrs, a heavily escorted bomber formation crossed the English coast and split up into two formations so that as He 111 bombers of KG 53, escorted by *Stab*, and JG 26 headed for Rochford airfield the Do 17s of KG 3 escorted by I and III/JG 53 made their way towards Eastchurch. Little damage was caused at Rochford and although the airfield at Eastchurch was hit particularly hard, it remained operational.

A second attack was mounted shortly after midday when, in another attempt to knock out the airfield the Do 17s of II and III/JG 3 attacked. The attacking German fighters gave such a good account of themselves that the defending RAF fighters were unable to get through to the Luftwaffe's support strength to prevent the raiders from being hit. Despite the number of bombs dropped, however, little damage was done and the airfield continued to remain serviceable. In the third attack made

during the mid-afternoon, large formations of Bf 109s and Bf 110s carried out *freie Jagd* sweeps over Kent and the Thames Estuary, resulting in a fierce fighter versus fighter battle above the Canterbury, Dungeness and Margate area. This was exactly the type of battle of attrition which the Luftwaffe sought and which the commander of 11 Group, Air Vice Marshal Keith Park, was anxious to avoid. In all, the day's fighting resulted in the loss of 21 RAF fighters lost or damaged against the loss of 16 Bf 109s.

Despite relatively good weather on the 29th, it was not until around mid-afternoon that the Luftwaffe put in an appearance in strength over Britain. At about 15.00 hrs, a force of some 500 Bf 109s from JG 3, JG 26, JG 51, JG 52 and JG 54 and the Bf 110s from ZG 26 and ZG 76 approached the Sussex coast escorting a small formation of Do 17s and He 111s. Again using large numbers of its fighters, the Luftwaffe was attempting to lure the defending RAF fighters up into combat. In the event, the RAF was generally heeding Park's orders to avoid the potentially high attrition rate that would necessarily accompany such fighter versus fighter engagements and did not rise to the bait in any great strength. Shortly after 18.00 hrs, in another attempt to bring the British fighters to battle, a series of *freie Jagd* fighter sweeps was carried out over the Kent coast, while other Bf 109s strafed the gun sites around Dover and fought a brief battle with defending fighters from 85 and 501 Sqn. At the end of the day, the *Jagdflotte* had lost eight fighters in combat, whereas RAF losses amounted to six Hurricanes and three Spitfires.



Now I was about 200 yards behind the Tommy. Steady does it - wait. The range was much too far. I crept slowly nearer till I was only a hundred yards away, and the Spit's wings flared my reflector sight. Suddenly the Tommy opened fire and the Me in front of him went into a dive. I too had pressed the firing button after previously aiming carefully. I was only in a gentle turn as I did so. The Spit at once caught fire and with a long grey plume of smoke dived down vertically into the sea.

LT Max Heithorst Ostermann (pictured left) of JG 3, JG 54 describing his first victory on 31 August 1940



As the day drew to a close, the RAF fighters were ordered to return to base. The Hurricanes, which had been damaged by the Luftwaffe, were being repaired. The Spitfires, which had been damaged by the Luftwaffe, were being repaired. The Hurricanes, which had been damaged by the Luftwaffe, were being repaired. The Spitfires, which had been damaged by the Luftwaffe, were being repaired.



On 30 August, the first major attack of the day did not get under way until 11.00 hrs. A large *freie Jagd* formation of approximately 70 Do 17s and He 111s, escorted by Bf 110 fighters, crossed the south-east coast and headed for the airfields around London. They were immediately engaged by the Hurricanes of 85 and 151 Sqn and, disrupted by this attack, broke up into a confused number of small battles that ranged over most of Kent and Surrey. By the end of the day, all the defending 11 Group fighters were airborne, prompting Park to ask 12 Group to send fighters to protect his airfields at Biggin Hill and Kenley. This 12 Group did, but a group of Bf 109s evaded the fighters protecting Biggin Hill which, although attacked successfully, was not critically damaged.

Shown up clearly by the sun, and stretching far and aft as far as the eye could see were rows of 109s riding above the haze, each row flying in line-astern and well spaced out - all of them heading south-south-east. It was a fantastic sight.

Spitfires of 11 Group attacking a formation of German bombers over the Kent coast on 30 August 1940

At around 13.00 hrs and before many formations had begun to return from their first mission, the afternoon phase opened with heavily escorted formations crossing the coast between Dungeness and Margate before heading for their targets of Biggin Hill, Kenley, Shortlands and Dover. During this attack the main power supply for seven RDF stations failed, leaving the stations without any radar protection for a critical period of time. No sooner were these radar stations restored than they were followed by a third series of attacks that struck at the airfields of Biggin Hill, Kenley, North Weald as well as Hawker Aviation at Slough, the Spitfire production plant at Castle Bromwich and the Vauxhall works at Luton. Although the raid intended for Oxford was turned away from the airfield, including those at Radlett and Hatfield, would be less fortunate. Approaching from the south, the bombers penetrated to Luton and caused severe damage and a small fire. The raid ended with the putting off of action for sixteen hours. At about 18.00 hrs, a surprise low-level attack nearly brought the Bf 110 *Jabos* of *Erprobungsgruppe* 210 severely damaged, with the loss of several aircraft. It also cut the station's communications and power links with the RAF. Control of the Biggin Hill sector was taken over by Hornet.

Throughout this day, regarded by many as the hardest fought day of the Battle of Britain, the aerial battles had cost the *Jagdflotte* 12 fighters lost as a result of the attacks. The 21 Luftwaffe fighter pilot casualties for the day amounted to 12 killed and 10 wounded, whereas seven British pilots were killed.

As a prelude to the attacks scheduled for the 31st, Bf 109s ranged over the coastal areas shooting down large numbers of barrage balloons. They were followed by a series of attacks, the first major raid of the day when a force of Do 17s from KG 2 with heavy fighter escort headed towards Debden and North Weald. A third wave, also from KG 2, made for Duxford but was shot down by the combined efforts of fighters and the airfield's defences. Within the hour, yet another attack was made for Eastchurch while Bf 109s and 110s were carrying out strating attacks on the coast, including West Malling and Detling.



Once - I think it was 31 August 1940 - I was in a fight with four Hurricanes over Dover. I was back over the Channel when I saw another Hurricane coming from Calais, trailing smoke, obviously in a bad way. I flew up alongside him and escorted him all the way to England and then waved goodbye. A few weeks later the same thing happened to me. That would never have happened in Russia - never!

Comment by Erich Rüdorffer, then a Feldwebel with 2. JG 2

At around 13.00 hrs, another raid commenced when two large and heavily escorted formations, which included elements of *Eprobungsgruppe* 210 fought their way through the defences to strike yet again at Fighter Command's airfields. In this attack, He 111 bombers hit Biggin Hill and *Eprobungsgruppe* 210 attacked Croydon, while a third group, consisting of Do 17s from KG 3 with an escort from JG 77, detached itself and swung north to attack Hornchurch. Just as the Dorniers arrived over Hornchurch their first bombs caught three Spitfires of 54 Sqn as they began their take off runs, destroying two and severely damaging the other. Surprisingly, the three pilots involved all survived, albeit with various degrees of injuries. Then, in the fourth raid of the day, shortly after 17.30 hrs, while BF 109s roamed on free JAG sweeps to the outskirts of London, high flying raiders attacked Hornchurch and caused severe damage at Biggin Hill.

P. S. K. 11.11.11

1. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 2. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 3. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 4. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 5. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 6. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 7. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 8. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 9. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 10. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

...array of self-referential symbols.

...special

...changes to the

...winged and

...he had the

...the

Halkentuz in the

geography above it

indicate the aircraft belonged to the III Gruppe within its tactical sector.



This ended a day in which the *Lufwaffe* inflicted the highest losses of the Battle on the RAF, with 34 of Fighter Command's aircraft destroyed and five pilots killed. Across the Channel, *Agfisher* lost 100 of the 31st's total 211 fighters lost and five damaged while pilot casualties totaled 16, four killed and 12 taken prisoner. Particularly hard hit was the newly arrived / JG 77, because of its heavy demand for escort fighters, had earlier transferred from the Friesian Islands where it had operated in coastal defense duties, and arrived at the start of the Battle on 25 August. Of the 100 aircraft destroyed, 55 were fighters and among the five pilots taken prisoner were two Staffelnkapitän, Olt. Hans Jürgen Ehling of 1. Staffel who had flown in Spain, Poland and France and had been awarded the Iron Cross First Class, and Olt. Eusebius Friede of 2. Staffel.

"The Battle of Britain was terrible..."

HUGO DAIMER, JG 26

After the campaign in France, our unit was sent to Cognac not far from Bordeaux. Actually my quarters were in the Martel's villa where, of course we had plenty of their well-known high-quality brandy in Cognac, we taught new pilots arriving as replacements from the *Pilgerreise* and so, for a while I was employed as a flight-instructor

During the fighting in France and Belgium, we had lost our *Gruppenkommandeur* and while we were awaiting a replacement, *Obst* Ebdighausen a *Staffelkapitän* temporarily took over the *Gruppe*. We received our new *Gruppenkommandeur* *Hptm* Erich Noack, at the end of May. We disliked him from the moment he arrived. He was highly pretentious, and although he had no combat experience, he tried to lecture us on tactics.

The *Uagfel*, 5 July 26 then went to Cap Gris-Nez for the Battle of Britain when Noack finally made his first real war flight, we became involved in a dogfight with British pilots and Noack became disoriented. He called the pilots of his *Sturzkabomber* and ordered them to find him and lead him back to the airfield. What else could he do? he landed, he did something wrong during his final approach and crashed about 100 metres from the airfield. And I must say that I miss him in the slightest!

The Battle of Britain was terrible and we lost so many people. Anyone whose aircraft was hit while they were in the Channel, even if the damage was only minor, was unable to reach the French coast and was taken prisoner. On one occasion the crew of a bomber escort mission with about 20 Bf 109s and only five came back! Apart from myself and two pilots who left the aircraft for other reasons, not a single one of my Staffel's original twelve pilots survived.

Once I had survived the first bullets, I flew with some pilots who perhaps aren't as good as the original cadre of St. Excellence in comparison with those who came later And I had more than my usual share of luck, too although this alone was not my guarantee survival and had to be used carefully Because I had learned aerobically I was able to escape dangerous situations by murderous manoeuvres which gave the impression I had been hit and thus saved my life on many occasions

I flew "S" sorties to London and on the famous "S" sorties, and Hurricanes and Spitfires were sent against a wingman in I flew "S" sorties to London and on the famous "S" sorties, and Hurricanes and Spitfires were sent against a wingman in I flew "S" sorties to London and on the famous "S" sorties, and Hurricanes and Spitfires were sent against a wingman in

the end or on the famous "S" sorties, and Hurricanes and Spitfires were sent against a wingman in the end or on the famous "S" sorties, and Hurricanes and Spitfires were sent against a wingman in the end or on the famous "S" sorties, and Hurricanes and Spitfires were sent against a wingman in

the first to be attacked When we saw "Spitfires attacking us, the first to be attacked When we saw "Spitfires attacking us, the first to be attacked When we saw "Spitfires attacking us, the first to be attacked

of such orders as, "Advance! Inductor! Break right!" or "Break left!" but I kept to the previous course as I had not heard anything of such orders as, "Advance! Inductor! Break right!" or "Break left!" but I kept to the previous course as I had not heard anything of such orders as, "Advance! Inductor! Break right!" or "Break left!" but I kept to the previous course as I had not heard anything

Wait until the first bursts were fired in my direction and after a few seconds, quickly turn towards my opponent and pass under him at high speed that he was unable to aim at me I then turned again and positioned myself so that I could shoot at him from behind. I then turned again and positioned myself so that I could shoot at him from behind. I then turned again and positioned myself so that I could shoot at him from behind.

Tactics instead of following the redoubt order right from the earliest bullets, and while this gave me no more than a 50/50 chance of following the redoubt order right from the earliest bullets, and while this gave me no more than a 50/50 chance of following the redoubt order right from the earliest bullets, and while this gave me no more than a 50/50 chance

found that with experience I was able to judge my opponent's ability In fact, when I was attacked, I even had time to observe the tactics instead of following the redoubt order right from the earliest bullets, and while this gave me no more than a 50/50 chance of following the redoubt order right from the earliest bullets, and while this gave me no more than a 50/50 chance

and estimate when I was being attacked. However, gunners were not so easily deceived, and I could not afford to be overconfident and estimate when I was being attacked. However, gunners were not so easily deceived, and I could not afford to be overconfident and estimate when I was being attacked. However, gunners were not so easily deceived, and I could not afford to be overconfident

of his gunners skills. But even gunners of secondary importance you first needed to be able to bring your aircraft into a good firing position, then you would miss the target. By employing these tactics I was hit just once, and then only slightly

We were the high-altitude *Gruppe* of JG 26 and our aircraft had special engines which allowed us to reach 12 000 metres. My *Stuka* often used as top cover so it was very rare for us to be able to claim anything. We flew at 8,000 to 10 000 metres at least while the enemy unit flew between 5 000 to 6 000 metres.

Galland was another pilot who wound very pretentious. He made himself a 'star' but, in fact, he was not as exceptional as he often been described. He used an aircraft especially equipped for flying at high altitude, the same as flown by our *Meisterhafter Höhenstaffel*. However, other pilots in his *Geschwader* could beat no such aircraft so that when he sighted a possible target and accelerated towards it, they were unable to keep up with him. Galland, therefore, was always the first to reach the enemy and the first to be presented with an opportunity to shoot him down. None of Galland's *Roten- oder Schwärzflieger* had this same advantage. They remained behind him and protected his back.

After the hectic months of the Battle of Britain the remnants of our *Staffel* were called back to Germany for a rest and were sent north to Antoin for a holiday in the snow. Later, I was posted to JG 5 where officers in my *Staffel* who had hardly any claims could barely believe that mine *Unteroffizier* was more successful than they were.

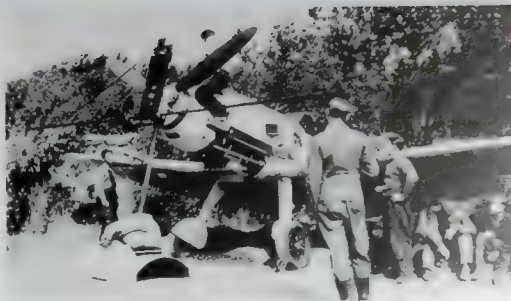


While not quite as intensive as the previous attacks, the morning of 1 September saw Kesselring's bombers return to maintain their pressure on the airfields. Shortly before 11.00 hrs, an immense formation of heavily escorted bombers approached the coast where they split into four separate formations, some of which penetrated as far as Biggin Hill, Gravesend, Hornchurch, Kenley and North Weald. Just after 13.00 hrs, a second, similar operation was mounted when a large formation crossed the coast followed shortly by another formation some 80 strong, their objectives being Biggin Hill and Kenley. In the resulting attack, the additional damage to Biggin Hill led to the operations room being temporarily removed to commercial premises some quarter of a mile distant. At about 15.30 hrs, a third attack materialised and although some bombs were dropped on the Dunkirk RDF station, the bulk of the formation was fighters on a *freie Jagd* which attempted to lure the British fighters into combat by strafing the airfields at Hawkinge and Lympne. In the battles of the 1st, the *Jagdwaffe* lost two fighters with two pilots killed and three taken prisoner. One of the prisoners was the *Staffelführer* of 9/JG 54, *Obt.* Anton Strangl, who collided with another Bf 109 during a bomber escort mission during the morning raid and baled out. The other pilot's parachute did not open.

Throughout 2 September, the Luftwaffe launched almost 1,000 sorties in two separate raids in a major effort to complete the destruction of airfields in Essex, Kent and Middlesex. Generally flying in formations of only 30-40 bombers but with a heavy fighter escort, the formations were intercepted and broken up before they could create serious damage. Shortly after 17.00 hrs one of the largest dogfights of the day occurred when some 70 Hurricanes and Spitfires took on approximately 160 Bf 109s in a fierce battle which was fought above the Dover/Dungeness area. The battle became even more threatening to friend and foe alike when the Dover anti-aircraft defences became involved as an enthusiastic participant! At the end of the day's actions the *Jagdwaffe* had lost 17 Bf 109s, two of which collided during an operational patrol off Calais, killing both pilots. Nine aircraft received various levels of damage resulting in two being written-off. Six pilots were lost and one was wounded while a further seven were taken prisoner, one of whom, *Uff.* Werner Kluge of 9/JG 2 would later die from injuries received from baling out at too low an altitude. Another of the pilots lost on the 2nd, *Obt.* Eckehard Scheiner, *Gruppenstab* officer of JG 54, would lie in the wreckage of his fighter for 47 years until his crash site was investigated in 1977 and his remains discovered. He was later interred at the Soldatenfriedhof at Cannock Chase with full military honours.

The morning of 3 September saw the airfield attacks switched from those in Kent to the Essex airfields north of the River Thames: Debden, Hornchurch and North Weald all came under attack in an attempt to push British fighter operations farther away from the coast. North Weald was hit the hardest but was able to remain operational by day. It was during the raids of the 3rd that the Luftwaffe experimented with a change in the composition of its formations, brought about by concerns over the

RIGHT: This Bf 109 of 5/JG 51 was destroyed by enemy anti-aircraft during mid-August and is seen here at Langham after being recovered by the Luftwaffe. It remains an important reminder of the damage inflicted by the RAF on the Luftwaffe during the Battle of Britain.



continuing losses to its Kampfgeschwader. Whereas they had previously been attacking targets in a stepped formation, but this was now replaced temporarily by a *box* formation. Fighters and bombers flew at the same level as well as in mixed formations. This new arrangement, neither proved to be satisfactory and after a few days the *Jagdwaffe* was ordered to return to its original formation. Total *Jagdwaffe* losses for the 3rd amounted to Bf 109s of 5/JG 51, 5/JG 26 and 5/JG 27, further three written off; one each on 4 and 6 September. The 4th September saw further losses, the third from 9/JG 51 as a result of combat damage, the fourth from 5/JG 26, which amounted to one killed and two wounded. Two Bf 109s of JG 27 were also written off, one in a landing accident while returning from a sortie while the other was destroyed in a

LEFT: A Bf 109 of 5/JG 51 was destroyed by enemy anti-aircraft during mid-August and is seen here at Langham after being recovered by the Luftwaffe. It remains an important reminder of the damage inflicted by the RAF on the Luftwaffe during the Battle of Britain.



On 4 September, in accordance with orders issued four days previously, certain aircraft factories were singled out for attack including the Short Bros. factory at Rochester and the Hawker aircraft factory at Brooklands airfield, near Weybridge. The latter, an important target where half the total output of Hurricanes was produced, was to be attacked by crews from *Erprobungsgruppe* 210. Taking off soon after midday from their forward airfield at Calais-Marck, the formation was led by the new *Gruppenkommandeur*, *Hptm.* Hans von Bottenstern, escort being provided by the *Bf* 110s of *IV./Lehrgeschwader* 1. Even before reaching the English coast, von Bottenstern's aircraft was seen to dive into the sea as he attempted to avoid interception by *RAF* fighters, but the rest of *Erp Gr* 210 reached the target. They attacked, however, not the Hawker factory but the Vickers Supermarine factory on the other side of the airfield, causing serious damage. On this site, some bombs hit the machine shop and the erecting shop while more were dropped near aircraft dispersed round the aerodrome. Casualties amounted to 88 killed and about 500 injured, a toll which would have been vaster had not many of the employees been away at their lunch break. Production was halted for some four days while the bomb damage was cleared away. The formation lost four escort *Bf* 110s from *IV./LG* 1 in this attack. In other actions of the day, the *Jagdwaflfe* lost six fighters with two damaged and four pilots killed plus one wounded. This was *Ritterkreuzträger* *Hptm.* Wilhelm Bathaer, the *Gruppenkommandeur* of *III./JG* 3, wounded in an encounter with *Spitfires* of 222 *Sen* near Canterbury at around 13.00 hrs.

As on 4 September, the raids on the 5th were in the form of two major attacks, both of which split up after crossing the coast in order to confuse the defences. The morning raids focused their attention on the airfields at Biggin Hill, Croydon, Eastchurch, Lympne and North Weald while those of the afternoon concentrated on Biggin Hill, Detling and Thameshaven, dispersing shortly after 14.00 hrs under heavy fighter cover. Both attacks were bitterly contested by the defending fighters, resulting in numerous dogfights above southern England throughout the day which cost the *Jagdwaflfe* 16 fighters. Among the German pilots captured was the *Gruppenadjutant* of *II./JG* 3, *Obst.* Franz von Werra, later to become famous as 'The One that Got Away' after escaping from Canada and making his way to the then neutral USA. Also captured on the 5th was *Li. Henry Schnabel* of *I./JG* 3 who would later become involved in a bold escape attempt with a former *He* 111 pilot from *KG* 27.

On 6 September, three major attacks developed during the day. In the first two, heavily escorted formations targeted five of the sector airfields around London but the *RAF* target broke up the German formations and damage to the airfields was negligible. The third raid, against the fuel storage farms on the banks of the Thames Estuary, was more successful and serious fires were started. The fighting



III./Schwader of yellow-tailed *Bf* 109s from *III./JG* 3 on the 24th, along the coast of France near Cap Gris Nez. Most of the aircraft are in pairs and a small number of single engines are on the ground, having been damaged during the raid.



between the opposing forces was hard fought and bitter and, as *Luftwaflfe* day after day, a close *Jagdwaflfe* losses stood at 13 with five damaged. Five pilots were killed, eight and eight were prisoners of war including the *Gruppenkommandeur*, *Hptm.* Schlichting. *LG* 2 lost two *Bf* 109s on operational sorties.

It was now becoming obvious just how incorrect was *Goernitz*'s assessment of the strength of the *Royal Air Force*. Despite repeated assurances that the *RAF* was almost finished, it seemed that the British fighter defences were mounting a determined and successful resistance. The British fighter defences were being met with a determination and ferocity that the *Luftwaflfe* had not anticipated. *Geschwader* crews described the British fighter attacks as 'frustrating' and 'shaking' aircraft in its formation rammed by a British fighter pilot and were considerably shaken and impressed by this and the mettle of the British pilots. *Luftwaflfe* fighter pilots, too, were beginning to feel the heavy strain, sometimes carrying out five consecutive flights a day in few days over England, while airframes and engines also suffered from these attacks.

But in its attacks of 6 September, the *Luftwaflfe* had struck hard and had brought to bear on Fighter Command. Six of the seven advanced airfields had been damaged, and five of the advanced airfields fared no better. Losses in aircraft, engines, figures and strength was now down to a total of some 700 aircraft. Although the *Luftwaflfe* had originally anticipated mainly due to its own miscalculations, the *Luftwaflfe* was slowly gaining the upper hand. It now appeared that victory was within its grasp. Fighter Command was weakening.

In the period from 24 August to 6 September, a total of 295 *RAF* fighters were lost, 103 pilots killed or missing and a further 128 withdrawn from combat with injuries, was far more serious. In particular the loss of experienced pilots, particularly *Squadron* commanders, was a major concern since these were the men who bore the brunt of the attacks. Their numbers were steadily decreasing. New pilots, with no battle experience, were being sent to replace them, but they were not yet ready to take the place of the experienced pilots who had to be withdrawn after just a few weeks.

Such mounting pilot losses, together with the continuous, damaging attacks against its airfields were beginning to threaten Fighter Command's ability to continue as a defensive force. Unable to rotate its squadrons because it lacked adequately rested ones with which to replace them, Fighter Command's capability to continue to resist was slowly being eroded. With reserves at their lowest and with casualties the equivalent of losing six squadrons a week, Dowding's forces were strained to their limit. But although they were as yet unaware of it, they were about to get the reprieve they so badly needed.

NOTE: Ground personnel discussing the twenty-eight Adachi bars on the radar of Werner Moders (B 109 F, 28 August 1940).



IFFI Major Wilmer Moders, the commander of the 51 was credited with a personal act of gallantry and was awarded the Purple Heart for his actions in the 51 during the Battle of Iwo Jima.

K. fuscus (4.3% of NM) were taken in traps (4–6 m) in a forest of *Pinus* and *Quercus* in the Sierra de Guadalupe, 100 km from Mexico City. Sequences were being White 1 when a sequence was tracked by a sequence. Although a single sequence found and was taken in a single nest was considered in setting files to have an raft, which was the case of NM.

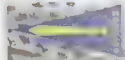
T. pallidum (Obst. Mary Ann Hahn) not to be confused with *H. ventriculi* Hahn (see also the German literature) considered from the beginning of the 19th century as both *H. ventriculi* and *H. ventriculi* (Hahn) is a synonym for *H. ventriculi* (Hahn) (see also the German literature).



Left: Major Wolfgang Scheffmann (first left) pictured at the end of August with Werner Machold centre, and Obit Hans Asst Hahn staff kapetan of 4 Jto 2. Scheffmann was one of only a few pilots awarded the Spanish Cross in Gold with Diamonds.



Messerschmitt BF 109-4 flown by Oblt. Helmut Helm, Staffelfkaplan of 3./JG 2. Yellow 2, the BF 109 E-4 of JG 2's Helmut Helm carried an upper camouflage of 02/71 with the 55 of the fuselage sides, fin and rudder covered in a heavily applied stipple of 73. On the port side of the fin, in the usual position, the Werk Nummer 5344 was still visible beneath the stipple. The black borders to the fuselage Balkenkreuz were broadened to reduce the visibility of the white areas and the JG 2 'Richtfahnen' ailerons also carried a light overspray. However, no toning down or overspray has affected the blue and yellow 'Horrido' pennant on the cowlings. Twenty-two white Abschuß bars were carried on both sides of the rudder.



Emblem of 3., 1G 2



Helmut Wick's
personal 'Kingfisher'
badge.



Detail of port
side view

[illegible]



'Tatzelwurm' emblem of 2./JG 3.

RIGHT A photograph of a Luftwaffe mechanic posing with Ofw. Bernhard Lampkemper's aircraft believed to be Black 8 as shown in the colour profile.



Messerschmitt Bf 109 E-4 of 2./JG 3 flown by Ofw. Bernhard Lampkemper.

Black 8', the Bf 109 E-4 W.Nr. 5338 flown by Ofw. Bernhard Lampkemper of 2./JG 3. On 29 August 1940, this aircraft took off on a mid-afternoon freelance patrol and, with this aircraft flying some distance ahead of the other machines of the Staffel, had just crossed the English coast at a height of 22,000 feet, when it was attacked by Spitfires. The engine sizzled and Lampkemper glided down to a smooth crash-landing near the RDF station at Pevensey, barely damaging the aircraft and being captured unhurt despite being shot at from the ground by Bofors guns which badly damaged the undersurfaces when he had descended to 300 feet. The aircraft, Item 5 in A.I.1.(1) Crashed Enemy Aircraft Report No. 15 dated 31 August 1940, was described as having olive green on the undersurfaces, but was probably finished in an 02/71 scheme and, as with other JG 3 aircraft of the period, the blue 85 fuselage and fin sides would have carried a light mottling of 02 and 71. The wingtip, rudder and cowlings were painted yellow, the latter extending back to the windscreen as shown in the profile. The spinner was painted half white and half 70, with the extreme tip finished in red. The Staffel Tatzelwurm emblem appeared on both sides of the cowlings on a rectangular background of the original mottled finish, and was red with a thin black outline and yellow tongue.

RIGHT Demonstrating a weakness that plagued all fighters in all its variants, the vulnerability of the tail section of 2./JG 3 was exposed while taxiing on a combination of the landing and taxiway. The application of a light colour, possibly the underside 65, can be seen along the leading edge of the wing and apart from the fuselage number the aircraft is almost identical to Ofw. Lampkemper's Black 8 shown in the colour profile.



RIGHT Condor Legion veteran Ofw. Otto Bertram Gruppenkommandeur of III./JG 2 during the Battle of Britain was awarded the Ritterkreuz in October 1940. Otto Bertram's crew brothers both died in action over the Channel and as last surviving Luftwaffe pilot he was permitted to be withdrawn from combat. He subsequently occupied staff positions and led training units until the end of the war. Bertram's right breast pocket is the Spanish Cross in Gold with two oak and diamonds. This was the highest grade of Spanish Cross and it was originally reserved for the three commanders of the Condor Legion (Ofw. von Bockelmann and Volkmann). However, Hitler considered this his personal award and retained the prerogative of presenting it to combatants who in his opinion were especially deserving of it. Nevertheless, only 27 were awarded most recipients being prominent Luftwaffe personalities and included Wolfgang Schellmann, Adolf Galland, Hans-Ulrich Rudel, Günther Lützow, Werner Mölders and Günther Korten.



The Bonzo Dog emblem of 1./JG 2 designed by Otto Bertram.



Messerschmitt Bf 109 E-4 of 1./JG 2, late August 1940.

A Bf 109 E-4, 'White 10', of 1./JG 2 circa late August 1940 illustrating the usual application of yellow to the cowlings and rudder. The fuselage sides are not as heavily mottled as usually seen on many JG 2 aircraft, and the Balkenkreuz has been partially overpainted with one of the uppersurface colours to reduce its visibility.





LEFT AND BELOW Two views of Fw. Ernst Arnold's Bf 109 E-1 'Yellow 12' of 3./JG 27. Clearly visible is the white crosses marking applied behind the cockpit. This aircraft was shot down on 30 August possibly by RAF Bf 109s. Carbury of 603 Sqn and subsequently placed on display. When a Mr F. Becher wanted to acquire the display on Exeter to add the Lord Mayor's Special Day appeal he requested an exhibit and the remains of Arnold's aircraft were delivered to him early in the summer morning. Here, Mr Becher poses with his acquisition September 1940.



Emblem of 1./JG 27



Messerschmitt Bf 109 E-1 of 3./JG 27 flown by Fw. Ernst Arnold.

Bf 109 E-1 'Yellow 12' of 3./JG 27. This aircraft was flown on 30 August by Fw. Ernst Arnold, who took off at 18.00 hrs as part of a freelance fighter patrol over England. In a surprise attack by fighters, the radiator of this aircraft was hit and Fw. Arnold forced landed at Westwood Court, two miles south of Faversham, Kent, at 18.45 hrs. The machine was finished in a high demarcation 70/71 upper surface camouflage with little or no mottling applied to the fuselage sides. The entire cowling and spinner were yellow with the 1./JG 27 emblem applied to both sides of the cowling. As seen on other aircraft of 3. Staffel, a pair of scissors and lower case 'y' applied in white just above the aircraft number. These are understood to represent a play on the name of a former Staffelführer, Ulrich Scheres.



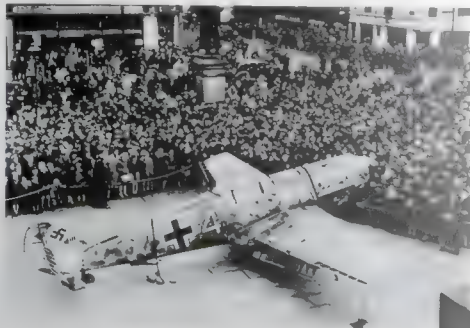
Emblem of 3./JG 3



Messerschmitt Bf 109 E-4 flown by Oblt. Helmut Rau, Staffelführer of 3./JG 3.

Only some six weeks did when it forced landed on the sands at Shoeburyness on the evening of 31 August, Bf 109 E-4 Werk Nummer 1082, 'Yellow 4', was flown by Oblt. Helmut Rau, the Staffelführer of 3./JG 3. Despite very weather conditions which made the prospect of a successful operation extremely doubtful, Oblt. Rau was nevertheless ordered to take part in a free Jagd patrol to London, a city Rau knew well, having worked in a bank there before the war. After taking off at 18.30 hrs, the patrol was flying in two formations, each of eight aircraft, at 30,000 feet when they were attacked from the rear by British aircraft. As Oblt. Rau tried to climb higher in order to avoid the danger, he saw that his wingman had been shot down. Rau then dove to observe his falling wingman's aircraft and was himself hit, probably by a Spitfire of 603 Sqn flown by P/O 'Rasp' Berry. This aircraft then made a forced landing on the beach at Shoeburyness, finished in an 02/71 upper pattern the sides of the fuselage were lightly mottled with what is believed to have been 71. The fuselage Balkenkreuz were of slightly smaller proportions than usually seen on JG 3 aircraft and the spinner was painted half white and half black or black-green 70 with the tip in the Staffelführer colour of yellow. The Tatzelwurm emblem, applied to the port side only of the cowling, was yellow with a thin black outline. Three black Abschuss bars were carried on the fin above the aircraft Werk Nummer representing two Curtiss fighters destroyed on 14.5.40 and one Morane on 30.5.40.

RIGHT Oblt. Helmut Rau's 'Yellow 4' attracts a huge crowd while on display at Folkestone Lido. Although winged out most of its fabric areas the overall wall retains the three yellow stripes on its tail.





Messerschmitt Bf 109 E-3 of 9./JG 26 flown by Oblt. Wilhelm Fronhofer.

Yellow 10' the Bf 109 E-3 of Oblt. Wilhelm Fronhofer of 9./JG 26 which forced landed at Ulcombe during the early evening of 31 August. With an upper scheme of 70/71 it was finished in the commonly seen III./JG 26 high demarcation camouflage style with no discernible mottling on the sides of the fuselage, fin or rudder. In keeping with the other aircraft of this Gruppe, the Balkenkreuz, Gruppe bar and aircraft number were smaller than usually seen. The 9. Staffel Hollenhund emblem and JG 26 'Schlageter' shield were carried on both sides of the fuselage beneath the cockpit. It is understood that the tip of the spinner was a lighter green than the remainder. The Werk Number on the fin is applied on a dark green rectangular background indicating that this aircraft was originally finished in a low-demarcation 70/71 camouflage scheme.

On 31 August, Bf 26 brought down various missions throughout the day and finished the day for the loss of five aircraft and pilots, the heaviest loss suffered by the Luftwaffe during the Battle of Britain. During a late afternoon mission the entire Geschwader took off to conduct a sweep over the English coast. It was then that the aircraft of III./JG 26 crossed the coast. They were attacked by RAF fighters. Oblt. Fronhofer was shot down by a Spitfire. The aircraft was one of three pilots shot down. The aircraft was shot down by a Spitfire. The aircraft was shot down by a Spitfire. The aircraft was shot down by a Spitfire.



1011 AND 1017

RIGHT: The Bf 109 E-4, White 11 of 408 Hans Jürgen Dörig, the Staffkapitän of 1./JG 26, is a credit as a pilot of a Bf 109 E-4. He was shot down on the afternoon of 31 August. The aircraft was damaged while over the English coast. He was subsequently taken prisoner. 31 August was a disaster for Bf 26, which only introduced to the Battle of Britain lost five aircraft from 1. Staffel and one from 2. Staffel.



1011: Oblt. Hans von Prethor's head Bf 109 E-3W No 1011. He was shot down on 31 August. The aircraft was damaged while over the English coast. He was subsequently taken prisoner. 31 August was a disaster for Bf 26, which only introduced to the Battle of Britain lost five aircraft from 1. Staffel and one from 2. Staffel.

1017: Oblt. Hans von Prethor's head Bf 109 E-3W No 1017. He was shot down on 31 August. The aircraft was damaged while over the English coast. He was subsequently taken prisoner. 31 August was a disaster for Bf 26, which only introduced to the Battle of Britain lost five aircraft from 1. Staffel and one from 2. Staffel.



"It was the saddest moment of my career."

JOSEPH BURCHIGENS, JG 26

During the Battle of Britain on 26 October 1940 my BF 109 was attacked and I landed by a spurfire from "A" Squadron which hit my fuselage and engine, but I managed to coax my aircraft back to a crash landing in a field near my base at officers in trouble.

One of my *Katzenjambou*s at that time was a young *Interrigler* and *Fahnenjunker* an officer cadet named Horst Lebeck. He was brave and ambitious and although an excellent pilot, he was shot down on 31 August. He baled out of his aircraft and landed by parachute at a manor where he was captured and made a POW.

The terms "*Katzenjambou*" and "*Butterflieger*" incidentally were in use from very early on and referred to the tactical number two or wingman in the *Rolle* and remained in use at the end of the war. The *Katzenjambou* and his *Katzenjambou* were an effective combat team and although the relationship was based on leadership, personal understanding and flying qualities, it also involved *Kameradschaft* something akin to friendship but much deeper. Developed through teamwork and a close dependency on one another in combat *Kameradschaft* is a bond which lasts forever.

At about 13.40 hrs on 1 September 1940 the III. Gruppe of JG 26, the "*Schlagier*" *Geschwader* was flying in escort for bombers which were to attack an airfield near London. We were flying at about 5,000 to 6,000 metres and the weather was clear and fair. When we reached the target I saw a number of He 111 bombers and BF 110 *Zerstörer* in a dogfight near London. The He 111s, BF 110s and the British aircraft were all flying at approximately the same height as we were, so I turned towards the British fighters and positioned myself behind one which was attacking our BF 110s. I opened fire and hit him with my cannon and machine gun fire. He then broke away, leaving me still flying towards the He 110s, but everything had happened so fast that one of the BF 110 rear gunners mistook me for the enemy and opened fire. One of his bullets hit my cockpit and ruptured the fuel line close to my left foot. My engine lost power, petrol poured into the cabin and formed a white vapour trail behind me, a sight I had seen often during the battle.

I lifted my aircraft inverted and then flew away from the combat area, gliding down towards the South Coast. It was the saddest moment of my career. The engine was just idling and I was a lane duck, easy prey for the British fighters but surprisingly I was not attacked. I feathered my propeller and slowly glided in the direction of the coast. It took me about 10 to 15 minutes to reach a flat area near Bex in Kent where I purposely put my "White" down in a hard crash landing to make sure the aircraft would be of no use to the British and in doing so almost broke my back.

Members of the British Home Guard pulled me nearly unconscious, out of the wreck. Within a week, I was taken under escort to an emigration camp in London, a journey which involved travelling part of the way on the Tube, the underground railway system in London. As the military escort and I left the station, a ticket collector asked us for our tickets. Thinking that I might be in England for a little while, I calmly replied that I had a season ticket! Quite by chance a London newspaper photographer heard this exchange and took a photograph of the event which was widely published at the time in both London and North American newspapers under the headline: "A Nazi with a Sense of Humour".



In January 1941, some of my prisoner-of-war compatriots and I were sent by ship to Halifax in Canada. From there, a long train ride ensued with members of the Veterans Guard of Canada acting as guards. As it was winter time, it was bitterly cold outside but very hot inside the railway carriages and all the windows had been screwed shut to prevent them from being opened. At one point the train made a sudden unscheduled stop and a commotion broke out between the prisoners and the guards when it was discovered that one of the prisoners had escaped. The missing man was *OHM* Franz von Werra, the only escapee to succeed in returning to Germany.

For the rest of us, however, the train travelled on until we were eventually deposited in a POW camp at Schreiber's Ontario. I was later transferred to a larger POW camp at Bowmanville and later to Gravenhurst, both also in Ontario. As my early thoughts of escape faded, I devoted myself to study and sports, both of which helped me to face the hardships of repatriation after my return to England to Germany.

I spent more than 6 years behind barbed wire in Canada before being released at the end of November 1946 to start a new life in a Germany destroyed and heartbreakingly different from the way I remembered it. This was the end of the war for me and to this day I am thankful to God and my Guardian Angel for their protection.

In 1956, I joined the *Neue Luftwaffe* and served to uphold the principles of NATO.

NOTE: Mr Burchigens and his military escort photographed at an underground railway station. See the accompanying personal account for details of Burchigens' last flight and the crash of the *snipe*.



Messerschmitt BF 109 E-4 of 1./JG 52 flown by Fw. Heinz Urlings of 1./JG 52.

The BF 109 E-4 "White 12", flown by Fw. Heinz Urlings of 1./JG 52, took off at 17.00 hrs on 2 September on a freelance patrol. When over England, this aircraft developed engine trouble and Fw. Urlings had already decided to land when he was attacked by a Hurricane. Urlings made a good forced landing at a point two miles north-east of Sturry near Canterbury at 17.40 hrs. Finished in a high-drawdown 02/73 upper splinter scheme, the sides of the fuselage and rudder carried randomly applied mottling in these colours. The tips of the wings and tailplanes were painted white as was the aft section of the rudder. The spinner was painted half white and half black or black-green 70, and the "Running Boar" emblem of I. Gruppe was carried on both sides of the cowlings.



NOTE: Seated on the right is a captive of his BF 109 E-4 captured on 2 September in Spain. Wolfgang Ullrich, a pilot of 52, in this photograph I had had no previous contact remained from a sortie over England in the background another BF 109 that he was still taking to its parking position. On this day, I had claimed his first aerial victory since fighting in the Spanish Civil War. He had been captured on 20 September 1940. On 27 August 1941, in April 1942, when he became a prisoner of war of the British, he was taken prisoner on 14 July 1941. I had had a total of 76 aerial victories.

Messerschmitt Bf 109 E-1 flown by Uffz. Heinrich Eibers of 8./JG 54, 'Black 2' of 8./JG 54, the Bf 109 E-1 flown by Uffz. Heinrich Eibers during the late afternoon of 2 September. In a surprise attack which wounded Eibers in the foot, the engine of his aircraft was hit and stopped. The aircraft forced landed near Ashford. Finished in a very high demarcation 70/71 upper splinter scheme, the fuselage sides carried a light mottle of what is believed to have been 73. The top segment of the rudder was painted white as were the tips of the wings, tailplanes and forward section of the spinner with the spinner backplate left in black-green 70. The stylised 8. Staffel red and white sparrow emblem appeared on both sides of the cowlings and in keeping with 8. Staffel practice, the aircraft number was carried on the fuselage sides beneath the windscreen. The fuselage Balkenkreuz were smaller than normal with thin, black outlined borders, reminiscent of those seen on pre-war Luftwaffe fighters. The wing Balkenkreuz, too, were in the earlier outboard position and partly covered by the white wingtip paint.

Staffel emblem of
8./JG 54.



At 11.40 on 2 September 1940, 'Black 2' WNr 4470 was flown on 2 September by Uffz. Heinrich Eibers of 8./JG 54. It was a surprise attack on the shipping in the English Channel and Eibers forced landed on a field at Kenworth near Ashford, the aircraft crashing through a hedge and coming to rest in a ditch at 11.55.



Bf 109 Pilot Two photographs of Eibers' machine when it was brought to the crash site. The aircraft was damaged forward of the wing and the windscreen, and although Eibers was not seriously injured, his leg was partly disabled by the white paint splatters on his leg.



II. (Schlacht)/ Lebrgeschwader 2

A feature of operations on 2 September was that on this date II (Schlacht)/Lebrgeschwader 2 at that time the *Luftwaffe's* only dedicated ground-attack *Gruppe* flew its first operations of the Battle of Britain. Originally trained for tactical intervention in ground operations and equipped with Heinkel He 125 biplanes, this *Gruppe* had earlier carried out spectacular and successful low-level attacks during the campaigns in Poland and France. Shortly after the French campaign, the *Gruppe* transferred to its home base at Braunschweig-Varrentrapp for re-equipment and re-training on the He 109. Training revealed that due to the greater flying speed of the He 109, pilots found it more difficult to fly than the He 125 and some 20% of the pilots had to be replaced.

The re-fitting of He 109s with bomb-racks, bomb fusing battery box and the necessary electrical release gear to convert the aircraft to fighter-bombers was carried out at Boldingen. Here the pilots also practised dive bombing, low-level attacks and oblique attacks as well as fast striding runs against ground targets. Because of its specialised mission, II (Schlacht)/LG 2 found that it needed fewer armoured than previously but required instead special technical bomb personnel. Additionally, it was discovered that the *Gruppe* required a larger stock of tyres than normal as the strain imposed by the heavy bomb load made it necessary to change tyres after every seventh or eighth take-off.

Under its *Gruppenkommandeur*, Major Otto Weiss, the *Gruppe* transferred to the Channel coast in early September for operations against England. Due to the expected enemy fighter opposition, it was recognised that operations would have to be carried out with strong fighter cover and for this reason the *Gruppe* was stationed at Calais-Marck and ordered to cooperate closely with the resident fighter *Gruppe* 1 (Jagd)/LG 2 commanded by Oberst Herbert Ihlefeld. On 2 September II (Schlacht)/LG 2 took part in some of the five daylight attacks launched against targets in the East Kent-Thames Estuary area. Most of these raids were turned back before serious damage could be caused and there were no losses to either II (Schlacht)/LG 2 or its fighter escort. Until 15 September all further cross-Channel fighter-bomber operations by the *Gruppe* were carried out with the whole of *Reg Gr 210*, but after this date II (Schlacht)/LG 2 flew only with the similarly equipped *3./Reg Gr 210* which was then detached from its parent *Gruppe* for the purpose.



LG 107 - Major Otto Weiss



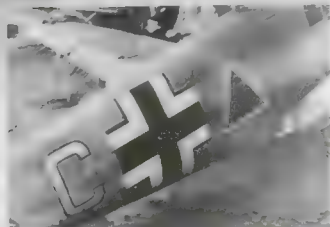
LG 107 - Dropping a He 109's fighter-bomber



RH 107 - A He 109's fighter-bomber from Major Otto Weiss' II (Schlacht)/LG 2, photo-grafted at Weert (Belgium). Clearly visible is the single 250 kg bomb under the fuselage, the unit badge (15/17) and the characteristic blue and white spinner. Photo-grafted by this *Gruppe*.



LG 107 - A He 109's fighter-bomber from Major Otto Weiss' II (Schlacht)/LG 2, in flight. The aircraft is photo-grafted at Weert (Belgium). Clearly visible is the single 250 kg bomb under the fuselage, the unit badge (15/17) and the characteristic blue and white spinner.



RH 107 - The fuselage markings of a He 109's fighter-bomber from Major Otto Weiss' II (Schlacht)/LG 2.



Emblem of 6./LG 2

Messerschmitt Bf 109 E-4 of 6./LG 2 flown by Fw. Werner Gottschalk. At 17.30 hrs on 6 September, Fw. Werner Gottschalk of 6./LG 2 took off from a small aerodrome approximately 40 miles S.E. of Boulogne. Although his aircraft was fitted with a bomb rack, on this occasion Gottschalk was flying an escort to Bf 109 bombers. The formation flew at 12,000 feet to the Thames Estuary and was near Chatham when this aircraft was hit by AA fire and the fuel tank holed. Gottschalk immediately turned home, but his fuel ran out and he landed at Hawkinge at 18.14 hrs. This aircraft was finished in an upper surface camouflage that suggests 02 and a locally mixed grey-blue. The rudder and tips of the main wings were roughly painted white, though which would be seen an earlier application of yellow. The spinner was painted with bands of white and blue and the 6. Staffel 'cat with lantern and sword' emblem is understood tailplane. A white bordered black triangle was carried ahead of the fuselage Balkenkreuz while aft of the cross on both sides was a square-styled yellow 'C' with a thin black outline.





RIGHT Herbert Hildfeld, crewchief (number one) of the Bf 109G-2 was awarded the Iron Cross 1st class in September 1940 and is seen here as a Lieutenant in 1941. Hildfeld flew as escort to the Luftwaffe's Schlachtgeschwader 2.

LEFT Bf 109G being flown by the pilot of 1. Jagd/JG 1 at Calais March 5 September 1940.

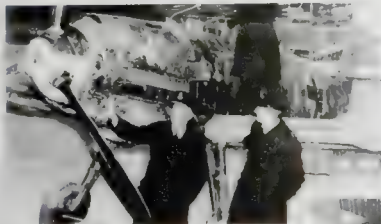


RIGHT Displays, as yellow wing tip to advantage, the same aircraft is seen leaving its dispersal. The undersides of the wings retain the 02/71 camouflage while the fuselage finish is a fairly cleverly applied green mottle over an irregular mising of 02.



Messerschmitt Bf 109 E-3 flown by Uffz. Heinz Grabow, 3./JG 3.

The Bf 109 E-3 'Yellow 7' of Uffz. Heinz Grabow of 3./JG 3. On 5 September, the pilot of this aircraft took off from an airfield near Boulogne and, while acting as escort for ten Do 17s, had just made an orbit above the bombers when he was attacked by a British fighter. The engine was hit and Grabow, who had only been with his Geschwader for three weeks, made a forced landing. The aircraft was finished in a high decomposition 70/73 splinter scheme with a heavy mottle of what is believed to have been 02 and 73, on the fuselage sides with the undersides of the wings and tailplanes also appearing to have a similar finish. The rudder, the tips of the main wings and one half of the spinner were painted white, the latter with a yellow tip. The white Tatzelwurm emblem was applied to both sides of the cowlings and was thinly outlined in black with a red tongue. Aft of the Balkenkreuz and only carried on the starboard side was a white saltire on a small black disc, possibly indicating some association with 1. JG 1 or a former connection with the Legion Condor.



The Tatzelwurm emblem of 1. JG 1.

LEFT AND RIGHT Damaged during an escort mission on the morning of 5 September Uffz. Heinz Grabow of 3./JG 3 was forced to land his Bf 109 E-3 at M. Chézy, in Kent. Having been captured in reasonable condition his aircraft was sent to Australia where it was displayed to and recovered by the Royal Australian Air Force. Although the aircraft had been severely damaged, the wings, tail and rudder when it was shot down as these photographs show. This last either was on the tail, the main fuselage was exhibited at Australia or as with many other aircraft used for display purposes a replacement rudder from another aircraft has been fitted.





Messerschmitt Bf 109 E-4 of 1./JG 3 flown by Lt. Heinz Schnabel.

This aircraft, 'White 8', was finished in an O2/71 upper splinter scheme with the fuselage and fin sides lightly mottled in O2. The tips of the main wings and rudder were painted white as was the tip and one half of the spinner. The white Tatzelwurm Staffel emblem was thinly outlined in black and had a red tongue. Two red painted Abschuss bars were carried on the top of the rudder recording victories scored by the previous pilot of this aircraft.



During the Battle of Britain, a number of German fighters were shot down and captured. One of these was a Messerschmitt Bf 109 E-4, flown by Lt. Heinz Schnabel. This aircraft, 'White 8', was finished in an O2/71 upper splinter scheme with the fuselage and fin sides lightly mottled in O2. The tips of the main wings and rudder were painted white as was the tip and one half of the spinner. The white Tatzelwurm Staffel emblem was thinly outlined in black and had a red tongue. Two red painted Abschuss bars were carried on the top of the rudder recording victories scored by the previous pilot of this aircraft.

After capture, Heinz Schnabel was taken to the United States and held in a prisoner of war camp. He was later released and returned to Germany. The aircraft, 'White 8', was later displayed in a museum. It was later found that the aircraft had been damaged by a British fighter pilot, who had shot it down on 14 September 1940. The aircraft was later captured by the British and was later displayed in a museum.



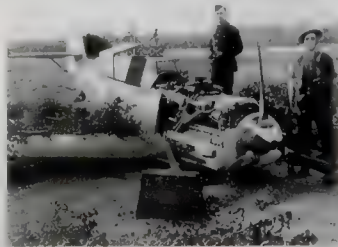
ED/II The ME 109 E flown by Hptm Wilhelm Meyerweissfog, Stab/JG 53, was forced to land at Monkton Farm near Manston on 5 September



Messerschmitt BF 109 E W.Nr.5375 flown by Hptm. Wilhelm Meyerweissfog, Stab/JG 53.

BF 109 E of Stab/JG 53. The pilot of this aircraft, W.Nr 5375, was Hptm Wilhelm Meyerweissfog, a 50-year old pilot who, on account of his age, caused some interest to RAF Intelligence personnel when he was interrogated in Britain. Hptm Meyerweissfog was born on 27 October 1889 and - as the RAF took care to note - had learned to drive a car as early as 1911. During WW I, he had been an Observer in the Imperial German Air Force, and when called up for WW II, he became an Administrative Officer attached to the Stab of JG 3. After a period of leave, he returned on the evening of 4 September and joined Stab/JG 53, again as Administrative Officer. Next day, shortly after lunch, he "saw the boys going off and thought he would like a fly, too. He jumped into his aircraft, flew vaguely in the direction of England and was neatly shot through the (petrol) tank by a British fighter", believed to have been F/Lt P.C. Hughes of 234 Sqn. Hptm Meyerweissfog made a forced landing at Monkton Farm near St. Nicholas-at-Wade at 15.45 hrs, "from which more by luck than good judgement he came out safely and, when apprehended, had not the slightest idea where he was". To further quote the interrogation report, his start and mission were described as a "Very freelance patrol", and his morale as "Good under trying circumstances". Hptm Meyerweissfog's aircraft was understood to have carried a heavily mottled uppersurface camouflage consisting of 02 and a unit mixed medium grey and carried a 3 foot wide red band around the cowling. The rudder and tips of the main wings were painted white and the spinner was reportedly painted half white and half red with a black-green backplate.

ED/II Another ME 109E shot down on 5 September was this E-14, won by the Gruppenadjutant of II./JG 3 (Gblt Franz von Werra) from the Luftwaffe's well-known personalities of the Second World War and later to become known as 'The One That Got Away'. Von Werra's BF 109 E, already damaged during a morning fight over Kent, was again attacked by DIXIE II's Stapleton. A 2000 ft high loop brought him to land his crippled fighter at Love's Farm, Wicks - Kent. Taken into captivity and eventually transported to Canada for internment in a POW camp, von Werra was able to escape to the USA and eventually returned to active duty before being killed on 25 October 1941. Volume 2, Section 3 of this series explores his career in detail.

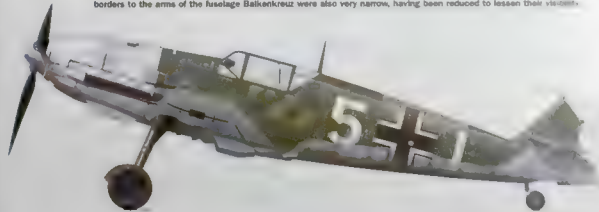


ED/II 16 September 1940 and the ME 109 E-1 White 5 of 7./JG 53's Hptm Hans-Georg Schulte has abandoned on Wancourt Farm to the north of RAF Manston. Though with four other ME 109s on a late afternoon sortie, aged over 1000 hours, Schulte was aware that his plane's engine was unreliable, although he was a good pilot and, in Manston, would be overhauled and its machine gun replaced by a MG 81.



Messerschmitt BF 109 E-4 of 7./JG 53 flown by Uffz H.G. Schulte

Hans-Georg Schulte's 'White 5' of 7./JG 53 took off at 17.30 hrs on 16 September to carry out a freelance patrol. It was flying with four other ME 109s from the 7. Staffel at a height of 16,500 feet when it was attacked by fighters again. Schulte forced-landed near R & F Manston at 18.50 hrs. Finished in an uppersurface scheme of 02/71, the colours were extended down the fuselage sides in random patches suggesting a scheme similar to that of the earlier low demarcation 70/71 finish. The spinner, upper and lower cowlings and rudder were painted white with the previously applied red cowling band showing through the white in places on the cowlings. Both the '5' and vertical III Gruppe bar were applied in white with no sign of any outlining, and the Hakenkreuz on both sides of the fin had been overpainted. The white borders to the arms of the fuselage Balkenkreuz were also very narrow, having been reduced to lessen their visibility.





Messerschmitt Bf 109 E-4 W.Nr.2762 of 5./JG 27 flown by Fw. Erich Braun.

Bf 109 E-4, 'Black 6', W.Nr. 2762 of 5./JG 27. At 08.30 hrs on 6 September, Fw. Erich Braun took off from a field aerodrome near St. Omer and, together with other aircraft from 5./JG 27, met up with a small number of bomber aircraft at 15,000 feet over Cap Gris-Nez and proceeded to escort them to London. On the return journey, the formation was attacked from behind by Spitfires and Fw. Braun's aircraft was hit in one wing and the engine. The coolant ran out of the engine and Braun turned for home. However, he was followed by another Spitfire and was eventually forced to bale out over Tonbridge in Kent, leaving his aircraft to crash at Bank Farm, Tudeley. As the aircraft was almost completely destroyed, the accompanying profile shows only how the aircraft is believed to have been finished, and is based on photographs of other aircraft of 11./JG 27 and notes contained in the A.I.I.(k) Report. In all probability, the aircraft was finished in an 02/71 upper scheme with a lightly applied mottle on the fin and fuselage, and photographs of other Staffel aircraft of the period show them to have a yellow cowling and rudder. As confirmed in the A.I.I.(k) Report, the machine conformed to Staffel custom in having a black number outlined in white and a red Gruppe badge of the Balkenkreuz.

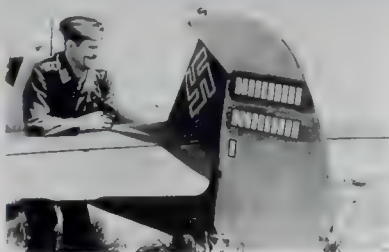


LEFT AND RIGHT: Two aircraft of 11./JG 27 showing similar markings as Fw. Braun's 'Black 6'. The Berlin Bear badge of Ulfm Werner Anders of 11./JG.

First appeared on several aircraft during July and August 1940 when the Gruppe was stationed at Lez in Normandy and was subsequently adopted by the complete Gruppe. Note in a photo in the right, the variations in the 'Black 6'.



The 'Berlin Bear' badge of 11./JG 27



RIGHT: This photograph of Ulfm Werner Anders of 11./JG 27, sitting in his Bf 109 E-4, was taken at Marquise, probably on 6 September after he claimed the destruction of two 'Z' Spitfires. Schneider led the 11./JG 27 up until his death on 22 November 1941 when he was disoriented in fog and lost of his plane flew into a hill. On 2 January 1942 he was posthumously awarded the German Iron Cross 1st class for his service beneath the edge of the cockpit in the Staffel's 'Berlin Bear' emblem. Note also that this aircraft is finished with an armoured wind deflector.





ABOVE: BF 109s of 9./JG 52 at Coquelles, near Calais, early September. While 'Yellow 6' carried a conventional style fuselage mottle, the other two aircraft have been toned down with the cross-hatch overpaint more usually associated with JG 54. As both units were based at Coquelles airfield, it is possible that the common camouflage scheme results from shared workshop facilities.

RIGHT: Ground crew pictured with a BF 109 F-3 of 6./JG 53 at Eagles or Le Touquet, during the latter part of August 1940. The red ring has been applied around the nose, but still visible is the lighter patch of the over-painted Fw AS emblem.



BELOW: A line-up of 7./JG 53 aircraft, believed to have been photographed on the III. Gruppe Feldfliegerplatz at Pöschel-Brest between late July and mid-August 1940. The camouflage is the 62/70/71 scheme mentioned earlier and the Hakenkreuz on the fin of 'White 12' has been painted out and then, unusually, re-applied to the rudder. The pilots are, from left to right, Fw Hermann Neudorf, Uffa, Hans-Georg Schulte, Lt. Franz Götze, Obit, Heinz Ahendorf and unknown. 'White 5' in the line-up is the E-4 which Uffa Schulte crash-landed near Manton aerodrome on the evening of 6 September.



LEFT: Two aircraft of 7./JG 53 with 'Yellow 11' nearest the camera. Note that both aircraft have red cowling rings and that the Hakenkreuz has been retained in the correct position on the fin of both machines.



LEFT: Photographed at La Villeneuve airfield on the island of Guernsey (Channel Islands), the horizontal bar and red ring identify this as an aircraft of 8./JG 53. Note that although belonging to the same Geschwader as the other aircraft shown above, the camouflage more closely resembles the usual style of the period. Although frequently photographed on Guernsey, JG 53 was located on permanent bases in France and used the island only as a forward airfield.

The Opposition



ABOVE AND LEFT: On 6 September 1940, a Spitfire Mk. I coded 'XFD', serial number X4260, was damaged while in combat with aircraft from JG 54 and the pilot, P/O J.R. Custer from 603 Sqn, forced landed near Calais where he was taken prisoner.

S/LDR. ZDZISLAW KRASNODERSKI (POLISH), 303 (KOCUSZKO) SQN, RAE

Zdzisław Krasnoderski was born in Wola Oserwiska, near Łuków in Poland, on 10 August 1904. He joined the Polish Air Force in 1928 and shared in the destruction of an enemy aircraft in September 1939 when he was in command of III/2 Dyw. He was commissioned in the R.A.F. in May 1940 and became joint CO (with S/Ldr R.G. Kellier) of 303 Sqn at Northolt on its formation on 2 August, 1940. On the 6 September, he was shot down during a dogfight with BF 109s but although badly burned, managed to bale out safely. He was admitted to Farnborough Hospital and later went to the burns unit at Queen Victoria Hospital, East Grinstead, where he underwent plastic surgery carried out by the extremely capable surgeon, Archibald McIndoe, and became a Guinea Pig.

He was awarded the Virtuti Militari (5th Class) – the Polish equivalent of the British VC or American Medal of Honour – on 23 December 1940 and returning to duty on 2 June 1941, was posted to Canada. Later posted to England, he spent the period from April to October 1943 in command of RAF Heston before going on to take command of 151 Airfield, Northolt, a post which he retained until 17 February 1944.

In January 1945, Krasnoderski spent a period of time at Staff College after which he was given command of R.A.F. Newton, an appointment he held until his release from the Polish Air Force in December 1946 with the rank of Group Captain. He was awarded the Krzyż Walecznych (Cross of Valour) on 31 October 1947. Leaving England, he moved to Canada and died in Toronto in 1980.



P/O W.M.L. FISKE (AMERICAN), 601 (COUNTY OF LONDON) SQN, R.Aux.A.F.

The son of an international banker, William Meade Lindsey Fiske, attended Cambridge University during the early 1930s. He set a record for the Cresta Run and captained the US Olympic team which won the bobsled event in 1932. Fiske drove in the first Le Mans 24-hour race when he was 19, and at one time held the Cambridge University to London record in his 8 litre Bentley in 1936 he married the ex-Cousins of Warwick.

Two weeks after the outbreak of war, Fiske volunteered for the RAF and in late October 1939 he began his flying training at No. 10 EFTS, Calne. He was posted to No. 2 FTS, Beize Norton on 20 March 1940, passed out above average in early July and joined 601 Sqn at Tangmere on the 12th. Prior to making his first flight with the squadron on 14 July, Fiske had never flown a Hurricane before.

Having flown less than eleven hours on Hurricanes, he flew his first patrol with the squadron on 20 July. On 13 August he claimed the destruction of a Ju 88 but was badly shot up over Tangmere on the 16th. His aircraft caught fire and although he was warned by ground control not to land, Fiske thought his aircraft was only leaking glycol and refused to bale out. The moment he touched down, his Hurricane was enveloped in flames and Fiske was grievously burned. He was taken to hospital but died of shock and injuries the next day, 17 August. He was 29 years old and is buried in St. Mary and Blaise Churchyard, Dorset. Surrey.

On 4 July, 1941, a bronze memorial plaque was unveiled in his memory at St Paul's Cathedral, Dorset. Beneath his name is the inscription: "An American citizen who died that England might live".



F/O WILLIAM LIDSTONE MCKNIGHT (CANADIAN), 242 SQN, RAE

William 'Willy' Lidstone McKnight was born in Edmonton, Alberta, Canada on 18 November 1918 and moved with his family to Calgary in 1919. He was educated at Crescent Heights High School in Calgary and after graduating, enrolled in medical school at the University of Alberta in 1938. Deciding on a flying instead of a medical career, he left his native Canada for England in January 1939 to join the Royal Air Force on a short service commission. After completing his flying training, he joined the newly reformed 242 (Figher) Squadron at Church Fenton on 6 November 1939, a squadron composed almost entirely of Canadian personnel.

With his flight commander and fellow Canadians Slim Grassick and Stan Turner, McKnight went to France on 14 May 1940 on attachment to 607 Sqn. A few days later they were attached to 615 Sqn at Moorsville, Belgium and on the 19th McKnight claimed his first victory, a BF 109 destroyed over Cambrai, becoming the second Canadian to down a Luftwaffe aircraft in World War 2. Two days later, he returned to England. Flying over Dunkirk on 28 May, he claimed a BF 109 destroyed but was himself attacked by another BF 109 which damaged his Hurricane's oil system. On 29 May, McKnight claimed one BF 109 and a D-17 destroyed with a further BF 109 claimed as a probable and that evening, was awarded an immediate DFC, making him the first Canadian fighter pilot to be decorated in World War 2. On 31 May he destroyed two BF 110s and on 1 June, claimed two Ju 87s destroyed and two probables.

On 30 August he claimed three BF 110s and one He 111 destroyed and on 9 September two BF 110s. He destroyed a D-17 on 18 September and shared in the destruction of a Ju 88. He was awarded a Bar to his DFC on 8 October and on 5 November he claimed his final victory, a shared BF 109 over Gravesend.

On 2 January 1941, McKnight, in company with P/O M.K. Brown, was on an offensive cross-channel operation. After crossing the French coast near Gravelines, they were strafing enemy troops when they were bounced by BF 109s. Although Brown managed to get in a quick burst of fire at a BF 109 going after his leader, both aircraft disappeared into cloud and McKnight was never seen again. He is believed to have fallen to either the flak or the BF 109s.

At the time of his death, Willy McKnight was the highest scoring Canadian pilot. His name is entered on the Air Forces memorial at Runnymede and he is remembered on a commemorative plaque displayed at Calgary International Airport, a section of the main road which passes Calgary airport also bears his name.



LEFT: The skeleton with sickle person emblem which appeared on both sides of the fuselage on F/O McKnight's Hurricane 'LEA' was a reference to his pre-war days as a medical student. Note that in each view, the skeleton is correctly portrayed with the sickle in its left hand.



192 • Battle of Britain August-September 1940

During the Battle, Hurricanes outnumbered Spitfires and were considered reliable machines. F/O F. R. Garry flew Hurricanes with 43 Sqn and recalled: "The greatest tribute I can pay to it is that it would come back with all sorts of bits missing - it was built like the Forth Bridge. It would take a tremendous amount of punishment. On one occasion I had a hole in one wing which a man could have fallen through but, nevertheless, that machine came back very well and landed more or less as if nothing very much was wrong".



RIGHT: In what may well be a staged photograph, the pilot of an RAF Hurricane Mk I (PZ511) watches as armours finish reloading the bank of four .303 Browning machine-guns in the port wing of his aircraft.



ABOVE: With its armament closely grouped in each wing, the impact of a burst from all eight guns was likened to a five-ton lorry hitting a brick wall at sixty miles per hour!

RIGHT: The coat of arms painted on the escape hatch of the 87 Sqn Hurricane flown by New Zealander F/O D.H. Ward during the August battles. In a display of inverse logic, the coat of arms featured four bad luck symbols: a broken mirror, a third light, walking under a ladder, and the number thirteen. The reference to the third light originated in the British trenches during the First World War when soldiers lit three cigarettes in the dark using the same match. Experience showed that a German sniper was often alerted to the flare of the match as the first cigarette was lit, raised and aimed his rifle as the second soldier lit his, and fired at the third flame once the third man had been forward to light his cigarette.



LUFTWAFFE COLOURS

CONTENTS

ISBN NUMBER 1 903223 05 9

BATTLE OF BRITAIN

Phase One July-August 1940

A pictorial analysis of the fighter units that took part in the occupation of the Channel Islands and the Luftwaffe's attempt to close the English Channel with attacks on British coastal shipping and ports during June and July 1940.

ISBN NUMBER 1 903223 06 7

BATTLE OF BRITAIN

Phase Two August-September 1940

A photographic account of the Luftwaffe fighter force at the height of the Battle of Britain during the summer of 1940 when the might of Hitler's Luftwaffe threatened to overwhelm the RAF.

ISBN NUMBER 1 903223 07 5

BATTLE OF BRITAIN

Phase Three September-October 1940

The story of the third stage of the Battle of Britain as illustrated with photographs and superb colour profiles, with the Luftwaffe switching its tactics to bombing London and deploying its fighters as fighter-bombers.

ISBN NUMBER 1 903223 08 3

BATTLE OF BRITAIN

Phase Four November-December 1940

An illustrated study of the final phase of Luftwaffe fighter operations over the British Isles from the 'official' British conclusion of the Battle at the end of October 1940 to the cessation of German operations in December.

TO COLLECT THE WHOLE SERIES, BE SURE TO PLACE YOUR ORDER NOW TO AVOID DISAPPOINTMENT. EACH SECTION BUILDS INTO THE MOST COMPREHENSIVE PICTORIAL ENCYCLOPAEDIA OF THE LUFTWAFFE FIGHTER FORCE. AVAILABLE FROM MOST GOOD BOOK SHOPS AND HOBBY STORES - OR SIMPLY CONTACT

CLASSIC PUBLICATIONS via our website at www.classic-books.co.uk

please use THE ISBN NUMBER when ordering

SECTION ONE

SECTION TWO

SECTION THREE

SECTION FOUR



JAGDWAFFE

The most comprehensive study of the camouflage and markings of the Luftwaffe fighter force ever published

- Birth of the Jagdwaffe
- The Spanish Civil War
- Blitzkrieg
- The Battle of Britain
- The Balkans
- Barbarossa
- North Africa and the Mediterranean
- Ground Support Equipment
- The Eastern Front
- The Western Front and North West Europe
- The Defence of the Reich



CLASSIC
PUBLICATIONS

ISBN 1-903223-06-7



9 781903 223062